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RUTHERFORD COUNTY HISTORICAL SOCIETY

PUBLICATION NO. 5

June 1975

The Cover - This drawing from Annals of the Army of the Cumberland (1863) does not depict the Nashville and Chattanooga Railroad during one of its better days. It carries this caption: "Guerillas destroying a railroad-train near Smyrna." At the close of the War Between the States, the Nashville and Chattanooga's road-bed was in a poor state of repair and the rolling stock was almost nonexistent. Be that as it may, the drawing may serve to illustrate the splendid article on railroads appearing in this issue.

Published by
Rutherford County Historical Society
Murfreesboro, Tennessee
1975

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RUTHERFORD COUNTY HISTORICAL SOCIETY

PUBLICATION NO. 5

FOREWORD

It is our belief that one of the most significant contributions made by the Rutherford County Historical Society is its continuing program of publications. It is also our belief that the Society's membership fee of \$5.00 is the best bargain offered by most any organization in our community. The cost of the two annual publications alone go beyond the modest membership fee. Sale of surplus copies, however, keep us in business. And, of course, this is our only real motive anyway.

I should express the thanks of our membership to Henry Wray for his dedication to our publications. The collection and selection of materials and nursing all of these through the technical aspects of publishing have almost been a self-imposed chore by Mr. Wray. His departure for California will leave a void most difficult to fill.

Fred Brigance

RUTHERFORD COUNTY HISTORICAL SOCIETY

PUBLICATION NO. 5

Published by the
Rutherford County Historical Society

OFFICERS

President.....Dr. Fred Brigance
Vice President.....Mrs. Sue Ragland
Secretary & Treasurer.....Mrs. Dorothy Matheny
Recording Secretary.....Miss Louise Cawthon

PUBLICATION NO. 5 (Limited Edition - 300 copies) is distributed to members of the Society. The annual membership dues is \$5.00 (Family - \$7.00) which includes the regular publications and the monthly NEWSLETTER to all members. Additional copies of PUBLICATION NO. 5 may be obtained at \$3.00 per copy.

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of Smyrna, and Smyrna mortician.

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The Nashville and Chattanooga Railroad
Through Rutherford County 1845-1872

by

Thomas N. Johns Sr.

"The matter of more interest to our readers generally, connected with the celebration of the opening of the railroad to Murfreesborough, would be the speeches of Messrs. Ready and Stevenson. Although present on the occasion, we made no effort to sketch these speeches, and unless the speakers furnish a copy of their remarks, we shall not be able to gratify the public curiosity to see them in print.

We suppose fifteen hundred persons passed over the road from Nashville to Murfreesborough, and the citizens of Rutherford and the adjoining counties were out in large numbers. The crowd was generally estimated at ten thousand. It was certainly a very large and a very happy one. The barbecue was ample and excellent and the arrangements were so judiciously made and executed that all were accommodated, without confusion or crowding. Murfreesborough did herself high honor in the preparations for feasting so large a crowd, and we are sure that her hospitalities will long be remembered by the citizens of Nashville.

It was a great day for both towns and for the enterprising gentlemen to whose herculean labors we owe the success of the great work of connecting Nashville with the Seaboard cities of the South. A tenth of the effort expended by Col. Stevenson and his colleagues of the Board of Directors in getting up this road, will secure the construction of any other work in which Nashville has an interest. Both for itself and for its influence we regard this road as infinitely the most important enterprise in which the citizens of our State have ever engaged. In honor and in profit may the stockholders reap a reward commensurate with the benefits they have conferred on the State."¹

The memorable event was the partial conclusion of years of effort by Vernon K. Stevenson, a visionary, who dreamed of a railroad stretching from the Northeast to the Southern Seaboard Cities with the center of the system being Middle Tennessee. His determination, endurance, and salesmanship created the Nashville and Chattanooga Railroad Company which in turn stirred the economic development of Middle Tennessee and especially Rutherford County.

This article will attempt to postulate the role that Rutherford County and Rutherford Countians played in the development of the Nashville and Chattanooga Railroad and a few of the events and incidents which occurred between 1845 and 1872 in and around Rutherford County. The N & C Railroad was the first bona fide railroad in the State of Tennessee, and did not come under the so called land grant railroad

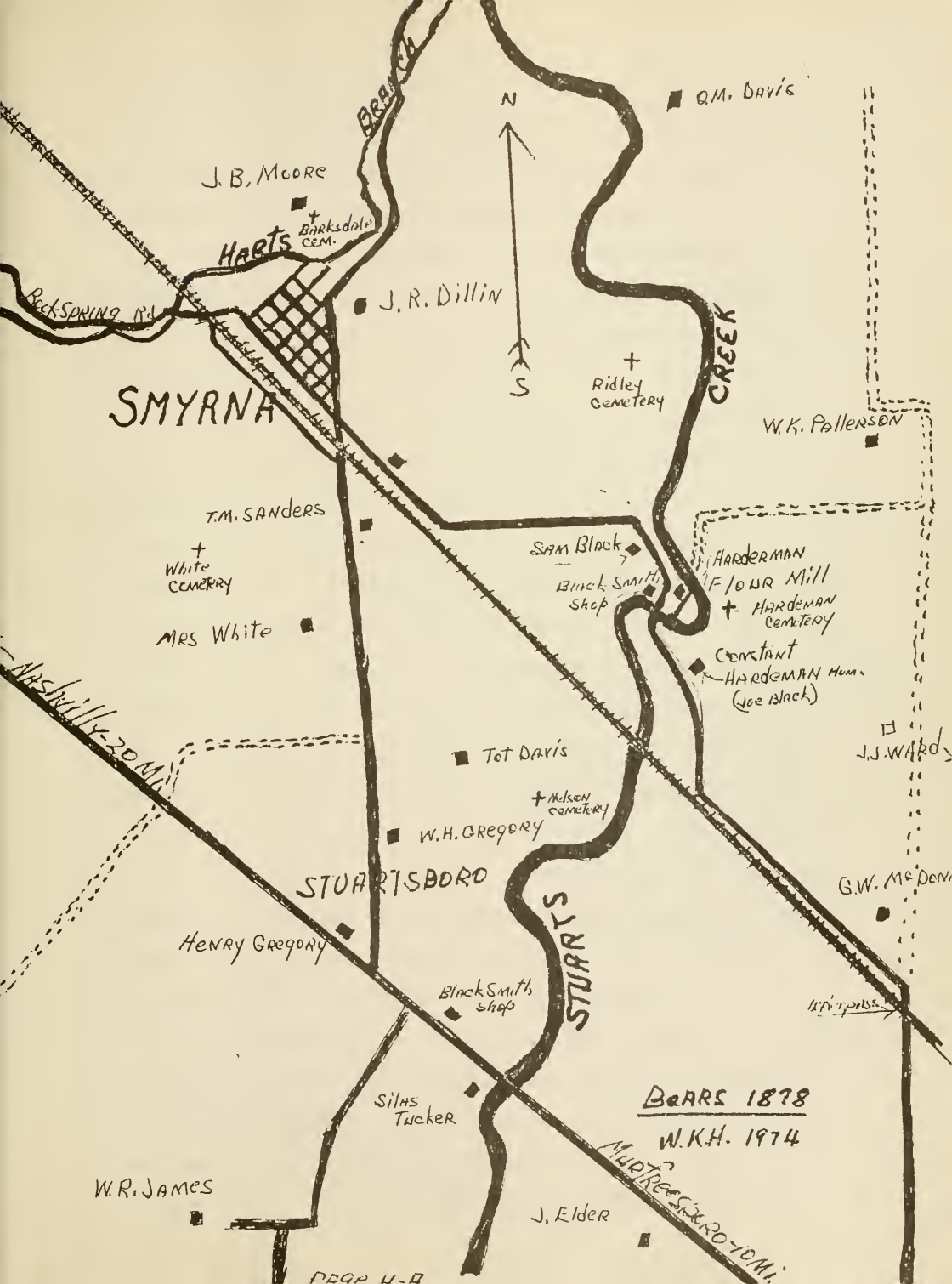
legislation.² The N & C was never in the hands of receivership³ because of the strong leadership and direction of its three presidents, Vernon K. Stevenson 1848-1864, Michael Burns 1864-1868, and Edmund W. Cole 1868-1873.⁴

In the early 1800's, the land in Middle Tennessee was newly settled and sparsely populated, and sufficient transportation was provided by the river system (Cumberland, Tennessee, Ohio and Mississippi Rivers) and stage roads. However, by the early 1830's the situation had changed, Middle Tennessee's population had increased, more farmland had been opened, and there were more products for market and more markets for manufactured products.

The idea of a railroad through Nashville was first presented, in 1835, to Nashville by Robert Y. Hayne of South Carolina who proposed a route from Memphis through Nashville to Knoxville but somehow remained only an idea. Two years later William Armor, a resident of Memphis, proposed a railroad from the Southeast to the Northeast, but the economic depression of 1837 stymied any such venture and thus the idea of the railroad remained dormant for almost ten years. About 1831, a young man, V. K. Stevenson, moved to Nashville and set up business as a merchant. He married well and made many friends in Nashville as well as Murfreesboro and Rutherford County. Stevenson was moved by the idea of a railroad and realized as a merchant that a railroad would enhance the marketable products of the area, as well as bring products into the area.²

Some of the predominant reasons for the existence of a railroad from Nashville to Chattanooga in 1844 were as follows: (1) The eastern seaboard cities of Charleston and Savannah offered ready markets for products and access to other markets through these ports. Nashville and Middle Tennessee products included tobacco, cotton, hogs, cattle, mules, horses, wool, brandy and whiskey; also, 3 rolling mills, 21 blast furnaces, and 11 forges, all totaling almost 13 million dollars per year.⁵ (2) The Western and Atlantic Railroad owned and operated by the State of Georgia was building a railroad north to Chattanooga from Atlanta scheduled to be completed in the early 1850's.⁶ (3) The Louisville and Nashville Railroad was formalizing plans for their road to Nashville. (4) A fast and efficient mode of passenger transportation to the east coast was needed since stage coaches required 3 1/2 days for the journey to the east coast and 14 days to Philadelphia.⁷ (5) Accessible entry into the deposits of coal in the Cumberland Mountains was needed. (6) The overall economic development of Middle Tennessee was urgently needed.

V. K. Stevenson enlisted the support of his friends, James Overton of Nashville and James Whiteside of Chattanooga, for the development of a railroad. Both men traveled about making speeches advocating the building of the N & C railroad. The local newspapers of Nashville and surrounding towns, through the urging of these men, added their support for the N & C. Also many small towns, particularly Murfreesboro, supported the idea for economic purposes. Charleston, South



SMYRNA

STUARTSBORO

STUARTS CREEK

BRANCH CREEK

BEARS 1878

W.K.H. 1974

MURFREESBORO-TOMI

J. B. Moore

HARTS

Barksdale Cem.

J. R. Dillin

Ridley Cemetery

W. K. Pollenston

T. M. Sanders

White Cemetery

MRS White

SAM Black

Black Smith Shop

HARDERMAN
FLOUR Mill
+ HARDERMAN
Cemetery

Constant
HARDERMAN Hum.
(Joe Black)

Tot Davis

W. H. Gregory

Nelson Cemetery

Henry Gregory

Black Smith Shop

Silas Tucker

W. R. James

J. Elder

J. J. Ward

G. W. McPom

W. H. Jones

DEEP H-R

Carolina, and other seaboard cities encouraged the building of the N & C. The State of Georgia and the Georgia Railroad and Banking Company pledged their money and support for the Nashville and Chattanooga Railroad Company.²

Thus with much needed support and encouragement, the Tennessee Legislature lobbied by all these interest, plus many citizens, voted and approved the organization of a railroad from Nashville to Chattanooga.

After the charter was granted on 11 December 1845 by the State of Tennessee, machinery was set into motion almost immediately. The first Commissioners appointed were: John M. Bass, John M. Hill, Francis B. Fogg, Andrew Ewing, A. O. P. Nicholson, V. K. Stevenson, John Bell, Willoughby Williams, William Nichol, S. D. Morgan, Joseph T. Elliston, Joseph W. Horton, James A. Porter, James Overton and John Shelby.⁸ The Commissioners were instructed to open Subscription Books for the purpose of listing 60,000 shares at \$25.00 each. The power of eminent domain was granted the N & C plus a selection of a right of way 100 feet wide. Also the right of slave ownership was granted. In addition the N & C was exempted from taxes on its building and property for twenty years. But the most important task was the selction of a feasible route from Nashville to Chattanooga.

V. K. Stevenson, on one of his many trips to Charleston, engaged John Edgar Thomson, Resident Engineer of Georgia Railroad and Banking Company, to survey a route for the N & C and report his findings to the Commissioners. Theodore S. Garrett, C. E., also of the Georgia Railroad and Banking

Company, undertook the actual instrumental survey of the route. Thomson and Company commenced the survey at Chattanooga some time in 1846 but since the terrain was rugged and uncharted the survey took six months or more to complete.⁶

By 1847 the Commissioners had Thomson's preliminary survey and report. In the report he described the route through Rutherford County as the least obstructed course on the line. Thomson estimated that the line would be 152 miles long, actual mileage was 152.6, with almost thirty miles in Rutherford County. The line enters Rutherford County about Mile 14 near LaVergne in the northeast section passing through Murfreesboro and exits near the town of Fosterville, Mile 45, in the southeastern section.

Thomson estimated the cost of the N & C to be \$2,810,000 with the actual cost being about \$2,700,000. He even suggested that the track and iron be made within the State thus creating jobs and the development of the resources of the State. Unfortunately all rail and accessories were bought in England and transported to New Orleans by ship where they were transferred to barge for the final journey to Nashville.^{9&10}

John Thomson later became President of the Pennsylvania Railroad. He took no compensation except for expenses for the survey of the N & C, because he realized the construction of the road was vital to the Nation as well as Tennessee. About 1854, the Board of Directors issued Thomson stock in the company for his services.

With the survey report in hand, the Commissioners solicited stock subscriptions from citizens and townships. The City of Nashville agreed to \$500,00 in stock, the town of Murfreesborough \$30,000 (a large sum for a town of only 2,000 people), the town of Shelbyville \$50,000, the City of Charleston \$500,000, the Town of Winchester \$25,000, the Georgia Railroad and Banking Company \$250,000 and bonds guaranteed by the State for \$500,000, plus individual subscriptions all totaling \$2,588,450.

Therefore, on 24 January 1848, the first stockholders meeting of the Nashville and Chattanooga Railroad Company was held at the City Hall in Nashville, and the corporate organization was completed. Officers and a Board of Directors were elected:

President - V. K. Stevenson
Treasurer - Orville Ewing

Chief Engineer - James H. Grant
Superintendent of Transportation -
H. I. Anderson

Board of Directors

Vernon K. Stevenson
Alex Allison
John M. Bass
Francis B. Fogg
Edwin Ewing
A. O. P. Nicholson)
Samuel D. Morgan)

James C. Moore)
William Spence) Rutherford Co.
Jeremiah Cleveland)
John T. Neil) Bedford Co.
William S. Waterson-Coffee Co.
Peter S. Deckard-Franklin Co.
A. M. Rutledge-Grundy Co.
James A. Whiteside-Hamilton Co.

The following Rutherford Countians owned 1975 shares of stock in the N & C with almost 12% of the voting power:

Alexander, J. D.
Alexander, A. M.
Allison, Wm.
Alexander, A. G.
Alexander, M. H.

Eagleton, Wm.
Edmundson, Jno.
Espy, Robt.
Elder, Joshua
Fletcher, M. L.

Jamison, H. D.
Kerby, James M.
Kerr, G. W.
Kimbrow, Joseph
Killough, James

Alexander, Jesse
Anderson, Samuel
Alexander, Daniel
Abernathy, J. J.
& wife

Blackman, Alfred
Bowman, Ben E.
Baird, Josiah M.
Baird, J. P.
Brittain, Jno.
Bowman, Daniel
Butler, W. S.
Baird, Jno.
Brown, Thos.

Baugh, Jno. A.
Brashear, Jesse
Black, L. P.
Brown, Jno., Jr.
Bone, James
Bell, James, Estate
Beaty, Geo.
Burton, Hardy M.
Beaty, Benj.
Binford, J. W.
Bar, Jane
Bryant, Charlotte
Burk, Francis L.
Brown, Jno.
Butler, T. O.
Brown, W. T.
Christy, S. B.
Conley, J. W.
Carlton, Kinton
Childress, Jno. W.
Cannon, Alanson
Cranor, Thos. B.
Covington, E. I.
Claud, F. N., Jr.
Childress, Mary E.
Corporation of

Murfreesboro

Cowan, V. D.
Clark, Sarah
Crocker, Eugenie
Clay, Green
Conley, W. M.
Crosswaite, G. D.
Davis, Luckett
Dromgoole, E. D.
Dejarnett, D. M.
Davis, A. P.
Davis, J. W.
Dejarnett, James G.
Edwards, Thomas

Foster, James
Floyd, Rich'd. J.
Fulks, Jno.
Fletcher

Farris, Chas. B.
Grant, James H.
Garmnay, Wm.
Gilliam, Jesse
Garner, Lewis
Gregory, Henry
Gilmore, J. D.
Gilmore, Peter
Gooch, Eliza A.
(Guardian)

Henry, Rebecca L.
Henderson, Jas. F.
Henderson, G. T.
House, Margrate
House, Ambrose
Hunt, W.
House, Geo. W.
Hill, Jno.
Hord, Thomas
House, Jno. C.
Henry, F.
Harris, Jno. C.
Huggins, J.
Huggins, Jonathan
Hall, Jno.
Hancock, E. D.
Hart, Thos. M.
Hall, Wm.
Hartwell, J. A.
Henderson, A. G.
Huggins, J. & W. S.
Jarratt, Thompson
Jarratt, Jno. J.
Jarratt, Thos. S.
Jetton, James S.
Jetton, Rufus B.

Jones, Wm.
Johns, J. B.
Jetton, Lewis
Johns, Paul V.
Jordon, Blount
Jones, Jno.
Johns, R. V.
Johnson, D. H.
Job, E. C.
Jones, E. H.
Jamison, Thos. H.
Jetton, Maria
Jones, Scisley S.

King, Elias
Kerby, J. H.
Keeble, E. A.
Lamb, Thomas

Leiper & Menefee
Lowe, Wm.
Lytle, E. F.
Lawrence, James
Ledbetter, Wm.
Lytle, W. F.
Lyon, James S.
Landsburger, Moses
McCullough, R. D.

McFadden, Will R.
Martin, Kno.
Martin, Wm.
Mathews, E. L.
Maxey, Philip
McFadden, Sam
McLean, A. H.
McLean, C. G.
McCreary, A.
Mitchell, Daniel
Marable, Benj.
Mankin, Jno.
Maxey, Joel
Mathews, Wm. R.
Miller, Alfred
Murphy, Jno.
Maney, James
Murfree, M. B.
Minter, Jno. M.
Mason, P. M.
May, Frederick
Minter, Jephtha
Mullins Jno.
Morton, George C.
Marr, James A.
McElroy, A. M.

Miller, S. G.
Nance, J. N.
Nelson, A. W.
North, Theodrick
North, A.
Norman, Henry
Newman, E. D.
Newsom, Thos. H.
Newsom, Jno. F.
Northway, H. K.
Oden, Jno. A.
Overall, Robt.
Overall, Asbury D.

Owen, Thomas	Ridley, Henry	Stone, Wm.
Osborne, Harvey	(Estate)	Suttle, Ellis
Overall, Sophia	Rucker, Joseph B.	Traylor, Joel
Overall, Sophia &	Ridley, Eliza.	Traylor, H. F.
Mary J.	Rucker, Benj.	Trimble, Joseph
Peebles, Isham R.	Ransom, George	Tucker, Silas
Peebles, George	Ransom, Ann E.	Thomas, Wilson
Phelps, Asa C.	Ross, James	Thompson, George
Powell, Jno.	Runnel, P. R.	Talley, P. C.
Powell, R. H.	Rucker, Susan C.	Tucker, P. C.
Parker, Nehemiah	Rakes, R.	Wade, Levi
Powell, Thos. P.	Ridley, B. L.	Watkins, S. B.
Quarles, Jno. W.	Smith, George W.	Ward, B.
(Trustee Ruth.Co.)	Sharp, W. J.	Wright, W. H.
Ready, Chas. Sr.	Swann, Moses	Watkins, Joseph
Ransom, H. D.	Spence, Sarah	Wade, H. & R.
Rucker, James	Sikes, Jesse	Wade, O. H.
Reed, James	Smith, D.D.	Watkins, Wilson L.
Reed, Wm. A.	Stroop, Jno.	Walden, Levi
Ress, A. M.	Smith, Jackson	Welch, Thos. (Estate)
Rooker, Wm.	Summers, T. H.	Wade, Mordecai B.
Ransom, Elizabeth	Smith, W.H. (Whig)	Williams, Elisha
Ransom, R. P.	Spence, D.H.C.	White, R. H.
Ransom, Wm. A.	Smith, Wm. M.	White, B. G.
Ross, Alfred	Smith, W. Hunter	Weatherford, J. Q.
Rucker, S.R., Sr.	Smith, Joseph	White, R. M.
Rather, Martha A.	Smith, W.H. (Dem.)	White, W. N.
Ransom, B. F.	Smith, Jno. E.	Wetherspoon, A. B.
Rucker, Sm. R.	(Estate)	Work, Jno. L.
Rucker, Wm. B.	Smith, Benj.	Wharcy, L. C.
Ransom, Jno.	Smith, Swinfield L.	Williams, E.
Ransom, David	Smith, Elizabeth L.	Young, Hiram
Ransom, Sam'l.	Smith, Elizabeth J.	Yandell, L. P.
Ransom, Benj.	Smith, Elizabeth M.	
Ransom, Benj.	Snell, Robt.	
Ridley, Moses	Smith, A. J.	

Actual construction of the N & C started at one of the most unlikely spots along the route in August of 1848, this being the tunnel through the Cumberland Mountains near Cowan, Tennessee. The tunnel nearly half a mile long was entirely through solid rock with approaches on either side of the same material. The contract for the tunnel was let to Thomas C. Bates on August 1, 1848. As work began on each end of the tunnel, three shafts 11 x 7 feet were sunk 170 feet

deep from the top of the mountain and thus eight points of the tunnel could be worked simultaneously 24 hours a day. Slave labor and Irish emigrants composed the majority of the work crews. The tools used for excavation were hard drills, sledge hammers, picks, shovels, ropes, pulleys and wheelbarrows. Light for working was provided by smoking torches and the explosive used was black powder. The tunnel was completed on 22 February 1851 when the Crow Creek heading of the tunnel was blown. A large celebration was held in Winchester to commemorate the completion of the tunnel. It is said workmen, railroad officials and area residents walked through the trackless tunnel carrying their own candles.^{5&11}

Actual letting of sections began on 20 December 1848 when thirty miles were let; 13 miles at the Nashville end (to the Rutherford County line), and the remainder in Bedford County and in Alabama, terminating at the Tennessee River. It was not until a more detailed survey by James Grant, Resident Engineer, and the Engineering Department, that other sections were let. On 19 June, at Murfreesboro, the section from Fly's curve (Kimbrow mile 13) to Murfreesboro and from Murfreesboro to section 57 (to the Duck River) and four sections between the Garrison and Barren Forks of the Duck River were let, all totaling 45 miles. The work was let to stockholders of the N & C with few exceptions. A brief description of the line from the Rutherford - Davidson County Line to Murfreesboro follows:

"The located line after passing Fly's curve to the left pursues a straight course for nearly 3 miles crossing the Murfreesboro Turnpike about one quarter of a mile east of James Buchanan's, thence crossing the Jefferson Turnpike near William Davis' Horse saw-mill. From this point the line runs perfectly straight 13 1/4 miles to Murfreesboro, crossing Stewarts Creek about one-third of a mile above Hardeman's Mills, and recrossing the Murfreesboro Turnpike two miles from town."¹⁰

As far as can be determined the route was divided into 152 sections with one section per mile. The section or sections from Smyrna to Wade were let to Silas Tucker who owned much of the land where Smyrna is today.¹² He sold most of the land to the N & C and gave a plot of ground supposedly for the public square for the town.¹³

A notable individual, James Grant, who was born in Maine, educated in the East and a civil engineer was working for the Georgia Railroad and Banking Company with J. E. Thomson when Stevenson visited the Georgia Company. Apparently Stevenson was impressed with James Grant for he became the first Chief Resident Engineer of the N & C. James Grant had worked six years with the Georgia Railroad and Banking Company before he came to Middle Tennessee in 1848. He was charged with actual location and construction of the N & C Railroad

from Nashville to Chattanooga. To be near the center of the line for supervisory purposes he chose a community, Christiana, 42 miles from Nashville.

From Christiana he directed all construction, super-structures, ties and rails, buildings and bridges of the N & C.¹⁴ It is said he named all the stations from Nashville to Chattanooga including the town of Christiana. In the early 1850's, he married and built his home in Christiana.¹⁵ His home, which he designed and built within 1/4 of a mile of the N & C line, still stands. In addition, he was the agent at Christiana and his wife opened the first Post Office and store at Christiana. His descendents still operate the Post Office at Christiana. In 1859, he left the N & C and worked for the Atlanta and Jacksonville Railroad and subsequently he was Chief Engineer of the New Orleans, Jackson, and Great Northern Railroad. After the war he returned to the N & C as Chief Engineer with his office at Christiana.¹⁴

Very little has been written or known about James Grant (a third cousin to President U. S. Grant), although his contribution to Middle Tennessee and Rutherford County is immeasurable. Today he lies buried with his wife behind the Presbyterian Church in Christiana; however, there are no markers identifying the graves.¹⁶

As the line began to develop, points along the line acquired names. Starting in Nashville the points are:¹⁷

Nashville	Mile	0	(Davidson Co.)
Glenclyff	"	5	
Curry	"	6	
Asylum	"	8	
Antioch	"	10	
Mt. View	"	12	
Kimbro	"	14	(Rutherford Co.)
Lavergne	"	16	
Smyrna	"	20	
Wade	"	22	
Florence	"	26	
Russell	"	28	
Murfreesboro	"	32	
Winstead	"	36	
Rucker	"	38	
Christiana	"	42	
Fosterville	"	45	
Bell Buckle	"	51	(Bedford Co.)
Wartrace	"	55	
Haley	"	58	
Cortner	"	61	
Normandy	"	62	
Tullahoma	"	69	
Estill Springs	"	77	
Decherd	"	82	
Cowan	"	87	
T. C. Junction	-----		
Sherwood	"	96	
Anderson	"	102	
Bass, Alabama	"	106	
Stevenson, Ala.	"	112	
Bolivar, Ala.	"	117	
Bridgeport, Ala.	"	123	
Shell Mound, Tn.	"	129	
Ladds	"	130	
Vulcan	"	134	
Whiteside	"	137	
Etna Mines	-----		
Hooker, Ga.	"	141	
Wauhatchie	"	145	
Lookout	"	147	
Cravens	"	149	
Chattanooga	"	151	

The 1850 Census lists Irish Emigrants and citizens of Rutherford County working for the railroad.¹⁸

Irish Laborours

Daniel Raden
Robert Wiseman
Jno. Cochran
Jno. Newman

Patrick Fitzgerald
John Loorney
John Hurley
Wm. Hurt

Thomas Burns
John Clancey
Lawrence Riley
John Face

Daniel Creden
Wm. Stuart
Arthur Mallory
Nicholas Murray

John Cannon
Timothy Godfrey
William Fin
John Smith

James Hope
V. G. McDonald
Patrick Armstrong

Rutherford Countians

Jno. Gramps-----Superstructor R. R.
J. Hezekiah Oliver---Engineer R. R.
G. W. Becton----Railroad Contractor
Richd. G. Buchanan---Overseer R. R.
F. Henry-----R. R. Contractor

John Sullivan
Wm. F. Youree
Wm. Johnson
Adon Zumbro
James Shepherd

Bedford David
Wm. R. Davis
Isaac Rouse
John Ramsey
S. W. Belt

Peter Mason
Joseph Hays
John Armstrong
Jno. Canada
Geo. Foreman

In 1849, V. K. Stevenson as President of the N & C, traveled to England and negotiated a contract for iron rails, chairs and spikes for the line at 2¢ per pound. I believe this rail to be the old "U" rail, or commonly known at that time as bridge rail, weighing 80 tons per mile.¹⁰ The rail recommended by John E. Thomson was the "U" rail weighing 100 tons per mile. The "U" rail was laid on cedar ties. (These ties were cedar poles about six feet long.) The rails were set five feet apart which was the standard guage at that time.

In a letter to M. Burns, President N & C Railroad, on May 4, 1866, from James Grant, a description of the rail and roadbed follows: "When the track was laid originally the joints of the rails were held up by cedar stringers (7 x 7 inches 20 ft. long) the rail joints being in the centre of the stringers it was impossible for them to go down unless the stringers broke (which they did not) and that

was one of the Great Advantages the Co. derived from the stringers. We had no trouble in keeping up the joints on the mud road bed! The other great advantage derived from continuous bearing timbers, was saving of the wear & tear of rails--by giving a uniform and elastic support to them, they were not unduly strained, crooked and battered up at the ends, and the "U" rails have lasted (with all the unnecessary & fast running over them) twice as long as they would, if they had been laid on crossties at fissures--where we did lay them on crossties, on the Chattanooga end, we found out by experience 15 years ago, that it was impossible to keep the track up without rock ballast!"¹⁴

H. I. Anderson, who owned land in Rutherford County where Florence is today, was the Super of all superstructures (grading and leveling) from Nashville to Murfreesboro. Most of the work was completed by a negro work force.

The "U" rail from the Tennessee River to Chattanooga was laid on crossties, and the rails weighed approximately 100 tons per mile. The "U" rail from Nashville to the Tennessee River was laid on stringers. Most of the "U" rail lasted until about 1863 when a Federal work force rebuilt the road.

The bridges across Hurrican Creek, Harts Branch, Stewart's Creek, Overall Creek and the two Stone's River Bridges were all constructed of cedar except for some white oak stringers. The cedar was acquired from land throughout Middle Tennessee.

By December 1851, many freight and passenger stations had been built. A freight and passenger house combined (third class) was erected at Smyrna and Wartrace. A freight house was completed at Murfreesboro. Woodsheds and water stations were constructed at Antioch, Smyrna and Christiana. By December 1852, water stations were completed at Lavergne, Murfreesboro, Bell Buckle, Wartrace, Normandy, Tullahoma, Alisonia, Dechard and Tantalón. Water stations were supplied as follows: Lavergne, Murfreesboro and Chattanooga, by steam; Christiana, Estill's Springs and Cowan, by horse power; Fosterville, Normandy Grade, Cumberland Mt., Tantalón, Anderson, and Stevenson by gravity. Murfreesboro Station received its water from Murfree's Spring Branch.¹⁰

As the road began to take shape, H. I. Anderson, the Superintendent of Transportation, journeyed to Cincinnati and acquired the first rolling stock for the N & C. The first engine arrived in Nashville 13 December 1850 along with several passenger cars and freight cars, on the Steamboat "Beauty." The engine bore the name "Tennessee" and was built by Harkness and Sons of Cincinnati and was a 4-4-0 type engine weighing 20 tons. The engine was dragged by mules from the wharf through the streets of Nashville to the N & C tracks on Cherry Street. This procedure required four days and was watched with interest by the citizens of Nashville. A trial run of one mile was made on the N & C line 27 December 1850.^{4&20}

By April 9, 1851, the "Tennessee" had pulled its first train to Antioch, about 10 miles, where a large crowd greeted the train.²¹ By April 1851, the train reached Rutherford County. On 4 July 1851, the train ran to Murfreesboro where a large celebration took place. About 1500 citizens of Nashville traveled over the line to Murfreesboro and nearly the entire population of Rutherford County turned out to see the "train."³

A second engine, "Gen. Harrison," commenced service 3 June 1851 and a third engine, "V. K. Stevenson," commenced service 2 July 1851. When the celebration of 4 July 1851 was held, the N & C had 2 passenger cars, 1 baggage car, 7 box cars, 18 platform cars and 9 repairing cars. Undoubtedly all were utilized to bring the citizens of Nashville to Murfreesboro, since many citizens wanted to ride the train.

By 1852 trains were operating as far south as Dechard and the Shelbyville branch was opened. In February, 1854,³ the line was completed into Chattanooga.

An interesting occurrence was noted on 6 November 1851 in a letter from J. F. Hibbett at Mt. View to son, Theophalis, at school: "The locomotive Tennessee ran over a cow about a week ago and turned a summerset and half killing 1 negro and injuring several of the passengers, accidents are frequent on the road occasioned by carelessness on the part of the Engineer. They travel over about 60 miles of the road daily backward and forward making 120 mile travel - we have not taken a ride as yet."²²

The early engines were all named for prominent people, places and towns. The entire list is as follows:

1 Tennessee	13 Shelbyville	25 H. Gourdine
2 Gen. Harrison	14 R. I. Moore	26 H. W. Conner
3 V. K. Stevenson	15 Gov. Sevier	27 John P. King
4 W. S. Waterson	16 Cumberland	28 G. A. Trenholm
5 Tullahoma	17 Gov. Carroll	29 John C. Caldwell
6 John Eakin	18 Gov. Houston	30 Murfreesboro
7 Grampus	19 H. L. White	31 Winchester
8 Nashville	20 J. K. Polk	32 R. Rogers
9 J. E. Thompson	21 Andrew Jackson	33 Geo. Peabody
10 Coweta	22 Daniel Webster	34 G. B. Lamar
11 Pollard	23 Henry Clay	35 J. T. Soutter
12 Chattanooga	24 John C. Calhoun	36 Wm. Moore
		37 W. C. Smartt

The preceding list of locomotives were built by various builders; Harkness and Sons, M. W. Baldwin, Niles and Company, Nashville Manufacturing Company, Norris and Brothers, Rodgers, Ketchum and Grosvenor, Moore and Richardson, and the Rogers Locomotive Machine Works. With the exception of one or two pusher engines, all were 4-4-0 wheel type weighing approximately 20 tons apiece.¹⁰

The name "Tennessee" was applied to two other engines. The first "Tennessee" was scrapped during the war. The second "Tennessee" was the original "Chattanooga," and the third was a rebuilt Rogers Locomotive built in 1855.²¹ It operated until 1918 when it was sold to a South Georgia Lumber Company. The engine was used extensively by the Thomases (John and John, Jr.) as an inspection and pay train from 1884 to 1912.²

The engine "Murfreesboro" was used primarily as a freight engine. It was a 4-4-0 type and was built by Norris and Brothers. The engine exploded in Kentucky during the

war and was scrapped. Apparently no photo was ever taken of the engine "Murfreesboro."⁴

Most of the engines could pull 11 or 12 cars successfully; and they took two days to reach Chattanooga from Nashville with a layover at Dechard. It was not until 1870 that the N & C acquired Rodgers built "16 car engines" (none of these were named). They were called 16 car engines because they could haul 16 cars in about 16 hours between Nashville and Chattanooga.²¹

The N & C operated profitably from 1854 until Nashville fell to the Federal Troops.

Rutherford countians who worked for the railroad, according to the 1860 Census were:²³

J. Latimer-R. Roder	John Thomas-R. R. Agent
H. Prince-R. R.	John Cumins-R. R. Supt.
A. B. Sanders-Engineer	B. F. Norman-R. R. Overseer
Jos. Tatetum-Engineer	Ben Mason-R. R. Hand
Jas. McGill-Engineer	John Tilford-R. R. Supt.
Henry Brown-Engineer	J. L. Cinse-Conductor
E. McGill-Engineer	J. H. Grant-Engineer
M. H. Gowin-Bridge Bldr.	

By 1860 the N & C was rolling between Nashville and Chattanooga with the following equipment:¹⁰

Freight Engines--21	Coal Cars--26
Passenger Engines--7	Gravel Cars--16
Light Engines & Switchers--9	Camp Cars--8
Box Cars--225	1st Class Passenger Cars--9
Stock Cars--31	2nd Class Passenger Cars--8
Platform Cars--51	Mail & Baggage Cars--6

All the engines were wood burners so contractors along the line furnished wood.¹⁴

About 1858, John W. Thomas was employed on the N & C at Murfreesboro as one of the first freight agents. John

Thomas was born in nearby Wilson County but attended school at Union University at Murfreesboro. He graduated from Union University and began a teaching career. But the rigors of teaching were not good for his health. His doctor recommended he resign and begin another occupation. Thus he was employed to operate the local hotel in Murfreesboro and in this capacity he became familiar with various railroad officials. Recognizing his ability they hired him to operate the Railroad Hotel at Murfreesboro and in 1858 he was appointed Freight Agent at Murfreesboro. One railroad report noted that the Murfreesboro Station was in good hands since the agent there "repudiates the word fail." He gradually climbed the ladder of management and became President of the N. C. & St. L. Railroad from 1884 to 1906. His son, John, Jr., was born in Murfreesboro and he, too, became the President of the N. C. & St. L. Railroad from 1906 to 1913 and was known by railroad men as "little John."²⁴

By 1861, in anticipation of War and of a Federal blockade, the N & C was busy hauling goods south. Passenger trains were cut to four daily and all freight engines were working 24 hours a day.¹⁰ With the fall of Fort Donelson, the N & C began to evacuate the rolling stock and engines south for safety. John Thomas was assigned the task of getting the N & C equipment south of Chattanooga which he completed. V. K. Stevenson, as the Confederate Quartermaster at Nashville, became alarmed, so he packed his belongings, sold his home, and boarded a special train deserting Nashville and its stores. On February 24, 1862, the Federals took

Nashville without a battle. As the Confederates retreated down the N & C they destroyed bridges and roadway as far south as the Tennessee River Bridge. They did not destroy the big Tennessee River Bridge until Federal Troops attacked and then they only burned the south section. Union troops later burned the northern end and rendered it unuseable.⁴ Union construction corps rebuilt 113 miles of the N & C. General D. C. McCallum reports the condition of the N & C-- "The track was laid originally on an unballasted mud roadbed in a very imperfect manner, with light "U" rail on wooden stringers, which were badly decayed and caused almost daily accidents by spreading apart and letting the engines and cars drop between them." Average train speed was about 8 miles per hour. Some of the "U" rail was ripped up and replaced with "T" rail.²⁵

With the line opened 113 miles from Nashville to Stevenson, Alabama, on 12 July 1862, the Federals planned to advance upon Chattanooga. However, they had not planned on N. B. Forrest attacking Murfreesboro on 13 July 1862, destroying track near Murfreesboro. Later Forrest attacked near Nashville on the N & C and destroyed additional track. The track was repaired again. General Buell, the Federal Commander, feared an attack on Nashville so troops were withdrawn to Nashville. Also about this time, Morgan was destroying track and bridges on the L & N in Kentucky.

General Braxton Bragg's army had marched into Kentucky, but after the Battle of Perryville the army retreated south

to Murfreesboro.⁴ Before the Battle of Stones River, Jefferson Davis traveled to N & C to Murfreesboro where he conferred with Bragg.²⁶ After the Battle of Stones River, the southerners retreated down the N & C and wintered near Wartrace and Shelbyville. Thus the N & C was opened and operated from Chattanooga to Wartrace but not for long. Rosecrans pushed south in the summer along the N & C. As the Confederates retreated, the N & C was burned and destroyed for the second time. During the remainder of the war the United States Military ran the N & C with headquarters in Nashville.¹⁰

The construction corps built forts at strategic bridges along the N & C. Most were built of wooden poles resembling a western fort. Most were never attacked.

During the war John Thomas was the railroad agent at Wilmington, North Carolina, where he directed the flow of cotton and other products to Europe by way of the blockade runners. V. K. Stevenson was also involved in this project he used N & C engines and equipment for the hauling. Stevenson became a wealthy man from this operation.¹⁴

In 1865 as Jefferson Davis fled Richmond with his train, James Latimer, an early N & C employee, was the conductor on that train. Latimer whose home was Fosterville worked for the N & C for many years.⁸ The engine that pulled Jefferson Davis from Richmond was an N & C engine, "John C. Calhoun." Another N & C engine, "Nashville," was one of the locomotives that hauled President Lincoln's Funeral Train on its journey from Washington to Illinois.²¹

The federal government returned the N & C to the management after the war, and Michael Burns was elected or appointed President of the N & C. James Grant returned to Christiana and acquired his old job as Resident Engineer of the road.¹⁴ He retained this position until his death around 1870.¹⁶ James Grant was in charge of two changes on the N & C from 1866 to 1868. First, the roadbed was ballasted for the first time and secondly the locomotives were changed from wood burners to coal burners.

The Jasper branch was purchased in 1867 and according to Jamse Grant the N & C had practically owned and the line for years. This branch brought accessibility to the coal mines in that area.¹⁴

Around 15 August 1868, an incident occurred in Rutherford County which decided the outcome of the election of E. W. Cole as the third President of the N & C. Burns, who was the President, was running against E. W. Cole. John Thomas, then agent at Murfreesboro, was assigned the task of delivering proxies from stockholders in Murfreesboro and Rutherford County to the Stockholders Meeting at Nashville. Apparently, Thomas was riding a train from Chattanooga to Nashville with the proxies, but at Christiana the train was sidetracked by Burns. Thomas learning of this wired a friend at Murfreesboro to get a fast horse and rider to Christiana for delivery of the proxies to Nashville. The horse and rider arrived at Christiana, received the proxies, and started its journey to Nashville. The horse dropped

dead at Lavergne where the rider promptly stole a horse in a nearby field and delivered the proxies on to Nashville. E. W. Cole was elected the third President of the Nashville and Chattanooga Railroad.²⁴

The Rutherford County Courthouse was the site of all stockholders meetings from 1849 to 1858. The meetings were usually held on the second Wednesday of December each year. However, after 1858 the meetings were always held in Nashville.¹⁰

After the war, the N & C managed the bankrupt Nashville and Northwestern Railroad which ran from Nashville to Johnsonville on the Tennessee River. In 1872, the Nashville and Chattanooga Railroad purchased this road and in the process changed its name to sound more prestigious to the Nashville, Chattanooga and St. Louis Railroad.¹⁷

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1. "The Murfreesborough Celebration," The Nashville American 6 July 1851.
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4. Prince, Richard E. "The Nashville, Chattanooga and St. Louise Railway," Wyoming: 1967.
5. Hackworth, W. S. "Over a century of Railway Service N, C & St L," a paper delivered before the Round Table Club of Nashville, Tennessee, 26 March 1953.
6. Clark, T. D. "The Development of the Nashville, and Chattanooga Railroad," Tennessee Historical Magazine.
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8. "Events in the History of the N, C & St L Railway," The Nashville Banner, 24 January 1923.
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10. Nashville and Chattanooga Railroad Company, Annual Reports, Vol. 1-14, 1848-1861.
11. Jones, Sarah, "Half a Mile of History - L & N Tunnel," Franklin County Historical Society.
12. Hughes, Mary B., "Hearthstones," Tucker Place is Smyrna Landmark.
13. Hoover, Walter K., "A History of the Town of Smyrna, Tennessee, Nashville, Tennessee, 1968.
14. Grant, James H., "Collection of Letters and Papers," 1866-1868, Courtesy of Mrs. J. G. Sugg.
15. Hughes, Mary B., "Hearthstones," Col. Grant, Easterner, Builder of Railroads.
16. Sugg, Mrs. J. G., Conversation with T. N. Johns, January 1975.

17. DeBow, J. D. B., "Legal History of Entire System of Nashville, Chattanooga, and St. Louis Railway and Possessions," Nashville, 1900.
18. 1850 Census.
19. Black, Robert C., "The Railroads of the Confederacy," Chapel Hill, 1952.
20. State Historical Marker, "First Steam Locomotive," Located at the corner of Hart St. and 4th Avenue South, Nashville, Tennessee.
21. Warner, Paul T., "The Locomotives of the Nashville, Chattanooga and St. Louis Railway," Baldwin Locomotives, VI (July, 1927).
22. Hoover, Walter K., Information from collection of railroad material.
23. Census of 1860.
24. John W. Thomas, A Memorial, (Nashville, 1906).
25. Abdill, George B., "Civil War Railroads," New York.
26. The Tennessee Historical Chronicle, Vol I, No. 2, "The First Train," January, 1975.

For those interested in the History of Rutherford County, The Rutherford County Historical Society, Inc., is listing known Publications that are for sale. Many are in limited supply. First Come, First Served.

"Historic Cane Ridge and it's Families" by
Mrs. Lillian Brown Johnson
109 Chestnut Street
Smyrna, Tenn. 37167
Postpaid \$21.75.

History of Smyrna by
Walter K. Hoover
103 Division
Smyrna, Tenn. 37167
Postpaid \$30.00.

History of Eagleville by
Minnie Fairfield Dyer
Route 1
Eagleville, Tenn. 37060
\$3.00 plus 25¢ Postage.

Marriage Records
Rutherford County, Tenn.
1804-1850
By: DAR
Miss Mary Hall
821 E. Burton
Murfreesboro, Tenn. 37130
Postpaid \$10.50.

Marriage Records
Rutherford County, Tenn.
1851-1872
By: DAR
Mrs. F. W. Brigance
1202 Scotland Drive
Murfreesboro, Tenn. 37130
Postpaid \$10.50.

1878 Map of Rutherford County
By. D. G. Beers Co. Showing
Land Owners.
Order from:
Stones River Chapt. SAR
Mr. William Walkup
202 Ridley Street
Smyrna, Tenn. 37167
\$3.00 plus 25¢ Postage.

Rutherford Co. Tenn.
Deed Abstracts
1804-1810
Postpaid \$10.00
Order from
Mrs. Dorothy M. Matheny
1434 Diana Street
Murfreesboro, Tenn. 37130

Following May be ordered
from Rutherford County
Historical Society.
Mrs. Dorothy M. Matheny, Sec.
1434 Diana Street
Murfreesboro, Tenn. 37130

Rutherford County, Tenn.
1840 Census
\$5.00 plus 25¢ Postage.

Publication No. 3
Rutherford Co. Historical Soc.
\$3.00 plus 25¢ postage.
Publication No. 4
Rutherford Co. Historical Soc.
This includes 1810 Census and
list of tax payers not in Census.
\$3.00 plus 25¢ postage.
Sorry Publications No. 1 & 2
are completely sold out.

Membership in the Society costs
\$5.00 per year which includes
copies of the two Publications
per year, free to members.

There is in progress and
preparation for publishing the
cemetery records of Rutherford
County. This will be in three
volumns. The Northeast third
of the county should be out
soon. An announcement will
be made.

Rutherford County
Post Offices and Postmasters

by
Henry G. Wray

In English Colonies of America before 1639, such postal services that existed were supplied by private enterprise. Later, and up until 1774, each colony provided for some type of postal service under the direction of the English crown. Benjamin Franklin, a prominent figure in the postal effort in colonial times, fell into disfavor with the British Government and was dismissed from the Deputy Postmaster Generalship. As a result of this and the subsequent revolution, the postal service was never connected to the British Government after 1774. After 1775 the colonies combined their postal efforts and the Continental Congress appointed Benjamin Franklin as Post Master General. A line of posts were set up from Maine to Savannah, Georgia, with needed cross stations. Rates and postage were made uniform.

This service, not always being available in local or isolated areas, caused many letters to be dispatched without federal fees in those early days, as it was done by private carriers.

In 1847 postage stamps were introduced but did not come into general use until 1855. With their use also

came the use of envelopes. Prior to that, a folded note or legal paper, sealed with a wax and addressed on the outside, was carried in the pocket or saddlebag of a friend or traveler and usually arrived at its destination.

From the General Services Administration I have been furnished some photostatic copies of records of early post offices. Also I have three rolls of microfilm to complete the information. Unfortunately, two rolls cannot be read. Rutherford County Post Offices, Postmasters, and dates that could be read are transcribed herewith:

- ABBOTT'S MILLS: Ross Houston, Jan. 16, 1830; Granville L. Pierce, July 5, 1833; Lunsford P. Black, May 26, 1838; Granville S. Pierce, Oct. 25, 1839; Discontinued Dec. 29, 1845.
- ALMAVILLE: Wm. H. Haynes, Mar. 29, 1879; Wm. C. Wood, Nov. 25, 1881; David N. Fain, June 16, 1882; Jack Puckett, June 23, 1884; Andrew J. Puckett, July 16, 1884; Wm. C. Wood, Oct. 28, 1887; Pleasant S. McRae, Apr. 14, 1890; William C. Wood, Apr. 13, 1899; Balte P. Ryan, May 28, 1900; John E. Wood, June 15, 1900; John W. Parham, Oct. 25, 1900; Pleasant S. McRae, Feb. 6, 1904; Stephen S. Throneberry, Sept. 20, 1904. Discontinued Sept. 14, 1905. Mail to Murfreesboro.
- BARFIELD: Isaac Z. Brown, Oct. 24, 1891; Thomas B. Yeargan, Sept. 22, 1894; Discontinued June 30, 1902. Mail to Murfreesboro.
- BEVERLY: (Late Hall's Hill) Beverly R. Bivins, Feb. 9, 1874. Discontinued Jan. 29, 1878.
- BLACKMAN: George W. Haynes, July 16, 1895; Frank M. Burton, Oct. 1, 1902. Discontinued July 31, 1904. Mail to Murfreesboro.
- BROADTON: Isham J. Jordan, Apr. 3, 1884. Discontinued Jan. 23, 1885. Mail to Triune in Williamson County.

- BROOKSVILLE: Wm. B. Downing, May 6, 1898. Discontinued Dec. 10, 1898. Mail to Eagleville.
- BUCHANANSVILLE: (Late in Davidson County) Jas. B. Buchanan, Jan. 26, 1837. Change to Mount View May 1, 1842.
- BANTON'S FERRY: George W. Banton, Dec. 1, 1833. Change to Elm Hill Dec. 4, 1840.
- BLOOMFIELD: Andrew S. Dowd, July 20, 1854. Discontinued Jan. 18, 1855.
- CARLOCKVILLE: Lewis Harrell, Feb. 9, 1848; Epenetus Carlock, Apr. 29, 1852; W. P. Jacobs, Feb. 1, 1866; Ephraim Jacobs, Mar. 15, 1867. Discontinued Oct. 12, 1868.
- CARLOCKSVILLE: Robert Lowe, Nov. 20, 1876; John W. Hobson, Aug. 20, 1877; John T. Kelton, Nov. 11, 1878; Newton F. Mankin, Nov. 13, 1879; Napoleon B. Mankin, Aug. 9, 1881; William A. Kelton, Sept. 23, 1884; Walter McNabb, Feb. 9, 1888; Joel Brewer, Aug. 17, 1889; N. B. Mankin, Feb. 18, 1890; T. J. Owen, Jan. 25, 1894; Wm. M. Newman, Mar. 29, 1895; Wiley N. Robinson, June 2, 1902. Discontinued Feb. 29, 1904. Mail to Christiana.
- CATLETT: James Edwards, Sept. 12, 1900; George W. Lewis, July 26, 1902. Discontinued Jan. 30, 1903. Mail to Smyrna.
- CHERRY FLAT: Thomas Robertson, Feb. 26, 1844; Discontinued Aug. 19, 1846; Reestablished July 8, 1850. William H. Cayce, July 8, 1850; Wilson Y. Posey, Oct. 21, 1852; Amzi Bradshaw, Dec. 21, 1854. Discontinued Jan. 18, 1856.
- CHRISTIANA: Charles W. Price, May 24, 1894; Thomas W. Naylor, July 6, 1897; William F. Clark, May 19, 1898; Ruby Naylor, Apr. 30, 1914; Bertha R. Barber, Jan. 16, 1922; Herbert D. Miller, May 1, 1922; Mrs. Henry Clark, Oct. 1, 1926; Henry H. Clark, Mar. 3, 1927; Mrs. Bessie J. Clark, Dec. 17, 1927, Retired July 1, 1932; Lynn C. Beechboard, Mar. 10, 1933; Mrs. Bessie J. Clark, May 9, 1933; John M. O'Brien, Feb. 1, 1935; Mrs. Mattie Ida O'Brien, Aug. 15, 1937, Retired Mar. 31, 1963; Fred M. Wiggs, Mar. 31, 1963; Mary McGraw Marlin, Jan. 15, 1965.

- COBB: Petis R. Norman, Oct. 10, 1882; J. H. Cobb, Jan. 15, 1883; Sidney J. Cobb, Feb. 9, 1883; Discontinued Oct. 29, 1885. Mail to Murfreesboro. Reestablished May 15, 1888; John A. Hopper, May 15, 1888.
- COMPTON: Thomas E. Tilford, Sept 27, 1886; Wm. E. Tilford, Mar. 20, 1890; Joseph W. Dill, Nov. 1, 1892; Randolph A. Rushing, Feb. 6, 1895; Discontinued Mar. 3, 1896. Mail to Murfreesboro. Reestablished Jan. 13, 1897. William J. Smith, Jan. 13, 1897; Robert W. Rucker, May 3, 1900; Samuel R. Rucher, Jan. 16, 1901. Discontinued Nov. 30, 1904. Mail to Murfreesboro.
- CRESCENT: Isaac S. Webb, July 29, 1881; Walter D. Harrison, Feb. 12, 1891; Charles H. North, Jan. 18, 1894; Walter D. Harrison, Feb. 9, 1901; Discontinued May 31, 1902. Mail to Murfreesboro.
- CRIPPLE CREEK: Christopher Batey, July 16, 1842; Discontinued Feb. 3, 1845. Reestablished Aug. 19, 1847. Jonathan J. Hall, Aug. 19, 1847; Discontinued Feb. 15, 1849. Reestablished July 12, 1852; William B. Wright, July 12, 1852; Jas. Bowling, Nov. 24, 1852; Discontinued May 20, 1853.
- DENNIS: James D. Jacobs, Nov. 15, 1894; Charlie B. Marlin, May 21, 1895; Robert R. Lowe, Nov. 5, 1896; Thomas M. McCollough, Mar. 5, 1901; Discontinued Mar. 15, 1904; Mail to Christiana.
- DENTONVILLE: Joseph W. Dill, Feb. 6, 1895; Discontinued May 31, 1904. Mail to Murfreesboro.
- DILLTON: James M. Dill, Feb. 20, 1887; Leighton J. Talbert, Sept. 21, 1893; Sylvester Willard, Nov. 22, 1901; Discontinued Jan. 17, 1906. Mail to Murfreesboro.
- DONNELS CHAPEL: Bartley S. Ring, May 15, 1876; B. A. King, Feb. 18, 1886; Bartley A. Ring, Feb. 26, 1886; Smith J. Denton, Oct. 10, 1888; William D. Smith, Apr. 6, 1893; Changed to Donnels Oct. 24, 1895.

- DONNELLS: Joshua Youree, Oct. 24, 1895; Smith J. Denton, Nov. 25, 1896; Joseph T. Henegar, Dec. 24, 1897; Luther Hayes, Nov. 23, 1898; James D. Carter, Oct. 12, 1900; Payton A. Carter, Apr. 9, 1902; James D. Carter, Nov. 16, 1903; Discontinued Dec. 31, 1904; Mail to Murfreesboro.
- DUNAWAY: John G. Cason, Mar. 31, 1894; John W. Dunaway, Jan. 6, 1898. Discontinued Oct. 11, 1899. Mail to Walter Hill.
- EAGLEVILLE: (Late in Williamson County) Robert S. Brown, Feb. 25, 1870; Robert E. Williams, June 16, 1885; James W. Brown, Mar. 27, 1889; Robert S. Brown, Jan. 19, 1891; James C. Williams, Apr. 13, 1893; Robert S. Brown, Jr., May 20, 1897; John R. Moon, Oct. 12, 1909; James B. Dryden, Dec. 13, 1911; Miss Alice P. Brown, Jan. 24, 1925; David H. Hughes, Dec. 16, 1925; Mrs. Alice B. Ralston, June 28, 1932; Walker Carlton, Nov. 1, 1934; Hollis K. Stephenson, Jan. 10, 1936; Fred L. Abernathy, Nov. 1, 1947; Walter S. Smotherman, Jr., Apr. 1, 1948; Harry M. Patillo, Aug. 27, 1949.
- EDNA: Anderson Short, Oct. 27, 1887; Discontinued Nov. 30, 1888.
- ELM HILL: (Late "Banton's Ferry") John M. Williams, Dec. 4, 1840; James H. Charlton, Oct. 9, 1848. In Davidson County.
- EVERGLADE: George W. Burns, July 7, 1886. Discontinued July 26, 1905. Mail to Eagleville.
- FLORATON: William D. Travis, Mar. 24, 1884; Wm. A. McKnight, Nov. 25, 1895; George A. McCrory, Aug. 10, 1897; Wm. D. Travis, May 7, 1898; Discontinued Sept. 22, 1905. Mail to Readyville.
- FLORENCE STATION: Leonidas Russell, Mar. 26, 1867; Discontinued Sept. 25, 1867. Reestablished June 22, 1869. Samuel G. Hunt, June 22, 1869; Chas. F. Vanderford, Aug. 27, 1872; Wm. H. Hindman, Sept. 4, 1891; Changed to Florence Oct. 11, 1894.

- FLORENCE: Eugene S. Vanderford, Oct. 11, 1894; Josh Gore, Aug. 17, 1911; Nathaniel M. Lewis, Mar. 1, 1912; Wilburn E. Gibbons, Oct. 26, 1912; Robt. E. Murphey, Nov. 19, 1914; Charles R. Vanderford, July 19, 1921. Discontinued Jan. 15, 1937. Mail to Murfreesboro.
- FOSTERVILLE: (Late Middleton) Thomas Edwards, July 24, 1837; Reappointed June 6, 1862; Andrew M. McElroy, July 8, 1865; Leander N. Edwards, May 21, 1881; Major Hugh Neely, July 10, 1897; Alice Edwards, Feb. 27, 1904; Willie S. Newby, Sept. 3, 1913; Lillian D. Vaughn, Aug. 28, 1918; G. E. Kerr, Aug. 17, 1927; Mrs. Carrie B. Kerr, May 27, 1929; Miss Johnnie B. Williams, Oct. 14, 1936; Miss Mable E. Harris, July 7, 1939; name changed by marriage, Mrs. Mable E. Watkins, Jan. 1, 1946; Miss Annie P. Chrisman, July 1, 1948.
- FRIENDSLEY: From Mechanicksville July 17, 1839. Charles A. Friendsley, July 17, 1839; Joseph L. Payne, Nov. 4, 1840. Changed to Mechanicksville June 22, 1841.
- GENTRY: H. S. Crichlow, Aug. 10, 1848. Discontinued April 30, 1849.
- GUM: Martin V. Jackson, June 30, 1892; Mary E. Jackson, Feb. 18, 1893; Wm. G. Wood, Jan. 18, 1894; George D. Smith, Oct. 21, 1897; Benjamin E. Wooten, May 13, 1898; Allie Wood, Oct. 13, 1899; Owen W. Baugh, Nov. 20, 1900; Walter S. McNabb, Nov. 16, 1903; Wm. F. Jernigan, July 1, 1905. Discontinued Jan. 31, 1906. Mail to Murfreesboro.
- HALL'S HILL: John W. Hall, Mar. 7, 1850; Thompson J. Wright, Feb. 29, 1856; David A. Vaughan, Nov. 3, 1857; Discontinued Jan. 25, 1860. Reestablished Mar. 1, 1860. John W. Hall, Mar. 1, 1860; Discontinued July 25, 1866. Reestablished May 27, 1868. Beverly R. Bivins, May 27, 1868; Ebenezer B. Fathera, Sept. 29, 1868; Changed to Beverly Feb. 9, 1874. Reestablished Apr. 17, 1879. Joseph Jones, Apr. 17, 1879; Hugh Kerr, Feb. 28, 1883; John Bowling, May 22, 1885; Thomas W. Arnett, Feb. 2, 1889; Hugh Kerr, Apr. 17, 1890; Thomas E. Bell, Dec. 28, 1893; Thompson J. Wright, Jr., Dec. 14, 1896; Discontinued Nov. 26, 1904. Mail to Murfreesboro.

- HOOVER: Henry W. Purtle, Feb. 10, 1880; James M. Hoover, Apr. 27, 1880; James Sims, Aug. 3, 1881; D. M. Crockell, Feb. 9, 1883; D. M. Crockett, Jr., Mar. 6, 1883; Charles T. L. Arbuckle, Mar. 4, 1886; Napoleon B. Mankin, Mar. 2, 1888; John M. Powell, Nov. 18, 1889; Mathias Hoover, Oct. 13, 1890; James M. Butner, Sept. 13, 1898; James A. Pearson, July 10, 1899; Alexander McMahan, May 23, 1905. Discontinued Aug. 14, 1905. Mail to Christiana.
- HUNTERSVILLE: Robert L. Hunt, Aug. 29, 1870; Discontinued June 10, 1872.
- INDEPENDENT HILL: James M. Layne, Aug. 2, 1854; Patrick H. House, Dec. 22, 1858; James M. Layne, Sept. 27, 1859; Discontinued Sept. 22, 1866. Reestablished Feb. 27, 1872. John H. H. Thweatt, Feb. 7, 1872; Wm. N. McRae, Mar. 16, 1875; Discontinued July 23, 1877.
- JEFFERSON: John McGrigor, Oct. 3, 1827; Sion S. Read, Aug. 24, 1835; Jacob D. Donalson, Oct. 11, 1839; John Jones, Mar. 30, 1843; Amos M. Bone, May 19, 1847; William L. Bone, Apr. 11, 1849; John Jones, Mar. 19, 1850; Discontinued July 20, 1858. Reestablished Aug. 9, 1858. John Jones, Aug. 9, 1858; James W. Waller, Dec. 7, 1866; Discontinued May 18, 1868. Reestablished June 19, 1871. John W. Baker, June 19, 1871; William E. Jones, Mar. 2, 1874; General J. Harris, Mar. 28, 1881; James H. Preston, Mar. 10, 1884; Robert A. Jones, Nov. 18, 1884; Wm. S. Jones, Apr. 7, 1886; Ephraim Waller, Oct. 25, 1888; Robert M. Clark, Mar. 15, 1890; Wm. R. Clark, June 19, 1891; Sallie B. Waller, Aug. 19, 1891; James E. Bragg, Aug. 7, 1897; James W. Summers, Jan. 5, 1898; George K. Robertson, Nov. 25, 1902. Discontinued June 29, 1907. Mail to Smyrna.
- JORDAN'S VALLEY: Blount Jordan, Apr. 9, 1850; Pressly F. Batton, Aug. 22, 1851; Ezra Reed, May 30, 1853; Freeman Sherbrooke, May 15, 1862; James H. Grant, Nov. 11, 1865; Elizabeth S. Grant, May 11, 1869; John A. Miller, Oct. 23, 1871; Isaac J. Millet, Jan. 15, 1874; Robert S. Jamison, Sept. 3, 1874; W. H. Jameson, July 27, 1880; Robert D. Jameson, Mar. 25, 1881; Alfred J. Brandon, Jan. 25, 1887; Charles W. Price, Feb. 18, 1890; Change to Jordan Valley Nov. 18, 1892.

- JORDAN VALLEY: Charles W. Price, Nov. 18, 1892. Discontinued May 24, 1894. Mail to Christiana.
- KITTRELL: Louis D. Bowling, Feb. 8, 1884; Wm. B. Jamison, June 29, 1897; Louis D. Bowling, Mar. 4, 1903. Discontinued June 15, 1907. Mail to Murfreesboro.
- LAMAR: Daniel T. Sanders, Feb. 17, 1881; F. C. Foutch, Mar. 20, 1883, Thomas Foutch, Apr. 3, 1883; Robert J. Smith, Jan. 16, 1888; James W. Patton, Dec. 13, 1889; Edward M. Weston, May 27, 1897; Wm. J. Kimbro, May 3, 1900; James W. Patton, Feb. 8, 1907; Discontinued July 15, 1907. Mail to Walter Hill.
- LAS CASAS: Valentine M. Sublett, July 17, 1832; Philip Osborne, Jan. 4, 1836; James Bivins, Oct. 17, 1837; Discontinued July 28, 1842. Reestablished Sept. 2, 1844. Robert W. Martin, Sept. 2, 1844. Discontinued July 6, 1860.
- LASCASSAS: Jephtha G. Barlow, May 23, 1881; Thomas E. Bell, May 7, 1885; James W. Morton, Apr. 20, 1893; Stephen Greer, Jr., Jan. 22, 1898; Charlie C. Martin, Jan. 30, 1899; Edgar C. Freas, Nov. 10, 1904; Alexander Bell, Feb. 16, 1906; Irving Martin, Mar. 28, 1906; Wm. O. Baird, Apr. 30, 1914; John M. Pearcy, July 9, 1917; Retired June 30, 1948; Mrs. Lena Martin, July 1, 1948.
- LA VERGNE: (Late "Mount View" in Davidson County) John F. Bailey, Aug. 23, 1852; Lemuel R. Mullins, May 19, 1853; John Hill, Jan. 6, 1857; Jonathan Starkey, Mar. 26, 1857; Sam'l. R. Mullins, Dec. 9, 1857; William Y. Bishop, Oct. 19, 1858; Lemuel R. Mullins, Oct. 11, 1859; Andrew B. Payne, Apr. 7, 1861; John Reicketts, Aug. 22, 1865; Charles C. McConnell, Oct. 12, 1865; Harvey H. Brumlock, Aug. 15, 1866; James D. Eskridge, May 18, 1870; Geo. F. Charlton, Aug. 29, 1870; John R. Eskridge, June 1, 1874; Lee J. Underwood, Feb. 19, 1889; Nathaniel J. McAdams, June 23, 1897; William N. Austin, Jan. 16, 1902; Nathaniel J. McAdams, Aug. 20, 1902; John F. Davis, Feb. 20, 1904; Jefferson D. Nelson, Feb. 15, 1908; Lipscomb Carter, Jan. 17, 1909; Andrew W. Hutchison, Feb. 16, 1910; Clyde G. Purvis, Aug. 2, 1911; Harry L. Burt, July 8, 1914; Walter Burt, Dec. 8, 1915; Mrs. Pattie P. House, Sept. 17, 1917. Retired Aug. 31, 1950; Mrs. Dora P. Mitchell, Aug. 31, 1950; Arthur C. Puckett, Jr., June 30, 1952.

- LEANNA: Wm. J. Smith, Mar. 21, 1901; Discontinued May 14, 1904. Mail to Murfreesboro.
- LINK: Wm. H. H. Gentry, Apr. 15, 1870; Bascom Holden, Aug. 4, 1896; Charles H. Williams, June 17, 1899; John S. Westbrooks, Oct. 1, 1900; Discontinued Dec. 31, 1905. Mail to Christiana.
- LOWE: Archibald F. Cathey, May 3, 1886; Joseph W. Dill, July 11, 1887; Joel Brewer, Mar. 13, 1890; Discontinued July 9, 1890. Mail to Donnel's Chapel. Reestablished Feb. 20, 1891. Hatton R. Adams, Feb. 20, 1891; Calvin D. Bush, June 5, 1901; Hatton R. Adams, May 7, 1903; Discontinued Feb. 9, 1906. Mail to Readyville.
- LITTLETON: Ephraim B. McLean, July 27, 1832. Change to Middleton then to Fosterville July 24, 1837.
- LOFTON: Henry C. David, Jan. 31, 1894; Thomas M. Fite, Aug. 3, 1896; J. W. Tribble, Nov. 5, 1896; Wm. H. Baird, Jan. 4, 1897; W. M. Jones, Jan. 30, 1899; Alfred A. Loughry, Mar. 4, 1899; Willie R. David, Mar. 20, 1900; George W. Bowling, June 17, 1903; Discontinued Oct. 31, 1904. Mail to Lascassas.
- MABRY: John B. Goodwin, July 11, 1894; Discontinued Apr. 29, 1895. Mail to Smyrna.
- MANIRE: Alexander V. Walker, Dec. 26, 1883; Jasper N. Holt, June 12, 1884; Discontinued Mar. 3, 1886. Mail to Eagleville.
- MANSON: James E. Manson, Aug. 14, 1888. Discontinued June 1, 1895.
- MAYELLA: William A. Wright, July 6, 1888; Wm. T. Hunter, Feb. 8, 1892; John S. Wright, Mar. 5, 1892; Alice A. Wright, Sept. 10, 1896; Discontinued Feb. 29, 1904. Mail to Mt. Juliet.
- MECHANICKSVILLE: Alexander Smith, Apr. 4, 1834; Elihu C. Jobe, Feb. 1, 1838. Changed to Friendsley July 17, 1839. Changed back to Mechanicsville June 22, 1841. Joseph L. Payne, June 22, 1841; Discontinued Nov. 7, 1843.

- MIDDLETON: (Late McLeans Mills) Ephraim B. McLean, July 27, 1832; Change to Fosterville July 24, 1837. Reestablished Aug. 20, 1853. C. J. McLean, Aug. 20, 1853; Robt. B. McLean, Sept. 21, 1853; Alney H. McLean, Apr. 22, 1857; Discontinued Sept. 22, 1866. Reestablished May 9, 1870. William W. McLean, May 9, 1870. Discontinued November 11, 1870.
- MIDLAND: William D. Holden, Feb. 3, 1886; James M. Williams, Sept. 3, 1891. Discontinued June 10, 1907. Mail to Fosterville.
- MILLERSBURGH: (Late Stokely) Burwell G. White, Dec. 13, 1836; John A. Gentry, Jan. 11, 1840; Discontinued Mar. 2, 1842. Reestablished same day. Burrell G. White, Mar. 2, 1842; Stephen White, Nov. 28, 1845; Burrell G. White, Aug. 17, 1847; Discontinued Dec. 7, 1855. Reestablished Apr. 15, 1879. John H. White, Apr. 15, 1879; Thomas E. Smith, Jan. 4, 1883; John H. White, May 8, 1883; Stonewall J. Mankin, Nov. 16, 1886; John H. White, May 3, 1888; Wm. G. Robinson, Mar. 13, 1890; Wm. N. White, Jan. 2, 1891; John M. Powell, Apr. 6, 1893; Change to Millersburg Oct. 11, 1894. Wm. N. White, Oct. 11, 1894. Discontinued June 15, 1900. Mail to Wayside.
- MILTON: Benjamin Morgan, Feb. 10, 1830; William Cosby, Feb. 4, 1839; Godfrey S. Newsom, Aug. 29, 1840; Henry W. Fagan, June 2, 1845; Martin W. Armstrong, Sept. 22, 1847; Alexr. D. Marshall, June 16, 1848; John E. Newman, May 18, 1850; Henry W. Fagan, Feb. 24, 1852; Franklin W. Rankin, Aug. 23, 1855; John F. Hood, June 18, 1866; Discontinued Nov. 21, 1867. Reestablished May 7, 1868. Wm. B. Byrn, May 7, 1868; James H. Cook, Oct. 14, 1870; John F. Hood, July 10, 1872; Robert M. Goodloe, Jan. 19, 1875; John F. Dismukes, Sept 5, 1881; John R. Stroop, Mar. 22, 1882; William H. Herndon, Dec. 12, 1884; Thomas J. Duggin, Oct. 10, 1888; John E. Grandstaff, May 12, 1893; Arthur Martin, June 14, 1897; Charlie E. Robinson, July 16, 1901; Susan A. Dill, Dec. 20, 1904; Dosier T. Denton, July 2, 1907; William H. Hooper, Mar. 20, 1908; Mrs. Ruth G. Mathews, Oct. 1, 1937. Discontinued June 30, 1959.

MONA: (Late Rushing) Briant E. Rushing, Mar. 18, 1896. Discontinued Feb. 14, 1903. Mail to Walter Hill.

MOUNT VIEW: (Late Buchanansville) Cahoon McFadden, Mar. 1, 1842. Davidson County.

MURFREESBOROUGH: David Windell, Feb. 24, 1837; David B. Molloy, Dec. 3, 1838.

MURFREESBORO: Greenville T. Henderson, Dec. 2, 1840; David O. Wendell, June 4, 1841; Greenville T. Henderson, Dec. 13, 1842; Ephraim B. McLean, May 30, 1851; Jefferson M. Leatherman, Oct. 18, 1853; Wm. Reuben Butler, Mar. 5, 1855; Henry S. Pugh, Apr. 21, 1862; Discontinued July 30, 1862. Reestablished Dec. 10, 1863. William C. Burt, Dec. 10, 1863; Reappointed Mar. 12, 1868. Geo. J. Booker, Apr. 3, 1871; John D. Wilson, Mar. 30, 1875; Reese K. Henderson, Oct. 19, 1885; Frank White, Nov. 25, 1885; Joseph T. B. Wilson, Jan. 16, 1890; James H. Crichlow, Sept. 26, 1893; Robert S. Brown, Mar. 16, 1898; Zachary T. Cason, Apr. 21, 1910; Gentry S. Smith, May 6, 1913; Margaret G. Elliott, June 10, 1913; Wm. Benjamin Bragg, Sept. 17, 1917; James R. Jetton, Mar. 18, 1919; Mary A. Brown, June 1, 1922; Rufus N. Vickers, Sept. 22, 1922; James S. Braswell, Sept. 30, 1925; Beulah O. Hughes, Dec. 31, 1929; Jesse C. Elrod, Dec. 26, 1933; William F. Earthman, July 16, 1938; William N. Elrod, Apr. 1, 1848; C. R. Byran, Apr. 30, 1950; Norman Fenn Hutchinson, Aug. 31, 1963.

OVERALL: Mordecai Lillard, Feb. 10, 1880; Charles R. North, Jan. 31, 1881; James S. Miller, Dec. 23, 1885; Mordecai Lillard, July 28, 1886; Charles R. North, Jan. 25, 1887; Azariah Kimbro, Feb. 29, 1888; Durant Beesley, Dec. 14, 1888; Charles R. North, Apr. 6, 1893; Samuel T. Kelton, Apr. 13, 1899; John W. Hayens, Dec. 18, 1901; Wm. S. Smith, Apr. 30, 1914; James D. Smith, Dec. 18, 1915, Retired Sept. 7, 1932; Fred Hayes, Jr., Sept. 10, 1932; Herbert J. Holden, Aug. 25, 1934; Discontinued Nov. 30, 1953. Mail to Murfreesboro.

- PATTERSON'S: Thomas M. Patterson, Apr. 17, 1888; Geo. W. Haynes, Feb. 25, 1889; Wm. F. Tomlinson, Feb. 6, 1895; Wm. E. Marable, Jan. 17, 1898; Andrew F. Watson, Dec. 30, 1901; Discontinued Sept. 30, 1905. Mail to Eagleville.
- PERU: Thomas Tucker, June 1, 1896. Discontinued Feb. 14, 1903. Mail to Smyrna.
- PINKARD: Frank L. Morton, Oct. 14, 1887; Wm. D. Sneed, Apr. 28, 1892; Rosa Morton, May 10, 1893; W. E. Wood, Oct. 4, 1893; Discontinued Nov. 24, 1893. Mail to Carlocksville.
- PITTSTOWN: Wm. A. Pitts, June 25, 1900. Discontinued Mar. 31, 1902. Mail to Compton.
- POSEY'S STORE: Pleasant F. Posey, Mar. 25, 1854. Discontinued July 11, 1854.
- PUCKETT: Charles P. Gillespie, Jan. 18, 1894; William W. Puckett, Nov. 9, 1896. Discontinued Jan. 15, 1906. Mail to Eagleville.
- READYVILLE: Charles Ready, Apr. 12, 1837; George Brandon, Apr. 16, 1840; Charles Ready, Sr., June 5, 1841; Robert W. Brandon, Sept. 15, 1845; Hampton Sullivan, Jan. 18, 1847; John H. Wood, Feb. 29, 1848; Hugh L. Thompson, July 28, 1851; John H. Wood, May 18, 1852; Jesse R. Ferrill, June 27, 1854; James M. Dill, July 27, 1855; Thomas S. Peay, Jan. 18, 1856; Jonathan W. Nichol, Dec. 22, 1857; Wm. R. Campbell, Nov. 11, 1865; Beverly R. Bivins, Sept. 25, 1866; Abel McBrown, Oct. 1, 1867; Bird B. Smith, June 7, 1872; Wm. F. Holmes, Jan. 26, 1876; Wm. F. Holmes, Aug. 11, 1904. Cannon County.
- ROCKVALE: Manos B. Carlton, Aug. 22, 1879; John N. Dykes, Aug. 9, 1881; Thomas F. Carlton, Mar. 13, 1891; Farnas M. Carlton, Nov. 13, 1893; Lemuel R. Hutcherson, Oct. 20, 1906; Andrew Jackson, May 27, 1907; Thos. F. Carlton, Apr. 1, 1909; Cecil G. Bowling, Apr. 9, 1919, retired July 31, 1953; Mrs. Ruby L. Powers, July 31, 1953.

- ROCKY FORK: Geo. F. (Chi?)dsey, Feb. 11, 1878; Discontinued July 29, 1879; Reestablished Jan. 2, 1884; Robert A. Coleman, Jan. 2, 1884; Wm. B. Coleman, July 18, 1891; Wm. E. Hodge, Feb. 14, 1900; Lee P. Neal, Apr. 1, 1901; John H. Coleman, Aug. 1, 1905; Discontinued Aug. 15, 1908. Mail to Smyrna.
- RUCKER: W. R. Elder, July 3, 1882; J. T. Reynolds, Feb. 14, 1884; Wm. P. Prater, July 17, 1884; Frank H. Kirk, Oct. 18, 1893; Isaac Z. Brown, Jan. 17, 1898; William Parker, July 6, 1899; Charles C. Brandon, July 11, 1899; James M. Smith, Sept. 8, 1899; William Parker, Aug. 6, 1900; John E. McAdams, June 10, 1901; Edward B. Spain, Sept. 20, 1904; Robert H. Harrison, Feb. 7, 1906; James B. Allen, Dec. 21, 1909; James H. Wright, Feb. 27, 1911; David F. Elam, Jr., Dec. 13, 1911; Samuel W. Kerr, Nov. 26, 1913; Robt. L. Reynolds, Feb. 2, 1917; John Marvin Young, Apr. 1, 1940; Discontinued Dec. 31, 1944. Mail to Murfreesboro.
- RUSHING: Briant E. Rushing, Feb. 7, 1896. Changed to Mona Mar. 18, 1896.
- SALEM CROSS ROADS: Benjamin Johnson, Feb. 17, 1837; Discontinued Oct. 28, 1840.
- SHARBERSVILLE: John B. Lukens, Jan. 10, 1866. Discontinued Dec. 20, 1866.
- SHARPEVILLE: John G. Bowling, Feb. 2, 1889; George W. Bowling, Nov. 1, 1895; N. H. Brown, Jan. 28, 1903. Discontinued Dec. 31, 1904. Mail to Murfreesboro.
- SHORT CREEK: Samuel H. Thomas, Dec. 29, 1899; Thomas B. Arnold, May 3, 1900; Reuben G. Kelton, Nov. 12, 1902. Discontinued Feb. 28, 1903. Mail to Christiana.
- SHORTS: Wilson P. Henderson, May 5, 1890; Discontinued Apr. 9, 1891. Mail to Walter Hill.
- SILVERHILL: Johnnie H. McPeak, May 12, 1894; James A. Todd, May 13, 1898; Discontinued Feb. 14, 1903. Mail to Walter Hill.

- SMYRNA: (Late Stewartsboro) Ferguson Fleming, Sept. 30, 1851; Changed back to Stewartsboro Dec. 22, 1851; Back to Smyrna Sept. 20, 1852. Ferguson Fleming, Sept. 20, 1852; James H. Simmons, June 27, 1854; Richard H. Dudley, Oct. 4, 1859; John C. Kennedy, June 16, 1865; Jeremiah M. Brumbach, July 20, 1866; Joseph R. Dillin, Aug. 9, 1867; James S. Elder, Nov. 11, 1869; Geo. W. Hight, Jan. 19, 1870; Samuel E. Hager, May 26, 1871; Richard H. Dudley, July 10, 1872; Flavions J. Sanders, Mar. 3, 1874; William B. Jarratt, Feb. 7, 1877; James J. Dillin, Apr. 3, 1889; Joseph W. Davis, Jr., Oct. 26, 1893; Wilson Y. Posey, Sept. 14, 1897; Hugh H. Guill, May 12, 1914; James M. Gresham, Jan. 11, 1919; Gilbert Marshall, Oct. 1, 1923; James M. Gresham, May 20, 1924; Chloe A. Gibbons, July 1, 1928; Marguerite A. Coleman, Oct. 31, 1928; Mrs. Nell E. Coleman, Feb. 15, 1934; Retired July 31, 1953; Sara H. Stallings, July 31, 1953; Retired July 31, 1957; Johnnie V. Braswell, July 31, 1957, Retired Oct. 22, 1965; John G. Mitchell, Oct. 22, 1965.
- SNELL: Gus H. Coleman, June 7, 1886; Isaiah M. Floyd, Dec. 20, 1888; Luther C. Overall, Mar. 31, 1890; Isaiah M. Floyd, Apr. 6, 1893; John C. Read, June 17, 1903; Wm. E. Marable, Aug. 2, 1905; Discontinued Oct. 14, 1905. Mail to Murfreesboro.
- STEWARTSBORO: Thomas Batte, Jr., July 1, 1836; Silas Tucker, Apr. 20, 1837; Changed to Smyrna Sept. 30, 1851; Changed back from Smyrna Dec. 22, 1851; Silas Tucker, Dec. 22, 1851; Discontinued Oct. 19, 1852.
- STOKELY: Burwell G. White, June 3, 1830; Changed to Millersburgh Dec. 13, 1836.
- SWANVALE: Benjamin F. Williams, Apr. 14, 1891. Discontinued Jan. 6, 1892. Mail to Versailles.
- UTOPIA: James F. Carlton, Aug. 26, 1890. Discontinued Oct. 1, 1892. Mail to Crescent.
- VAUGHN VALLEY: Joseph A. Boehms, Feb. 26, 1846; John D. Vaughn, Dec. 20, 1849; Discontinued May 11, 1853.

VERSAILLES: (Late in Williamson County) Marquis L. Covington, Apr. 27, 1840; James C. Hopkins, Oct. 2, 1846; Sam'l. M. Hopkins, May 1, 1851; Willis S. Ranson, May 24, 1854; William W. Arnold, May 29, 1866; John W. Parsley, Dec. 11, 1866; John W. Westbrook, Oct. 7, 1869; John W. Nance, Mar. 25, 1874; Benjamin F. Nance, Aug. 4, 1896; Discontinued Sept. 15, 1906. Mail to Eagleville.

WALTER HILL: William H. Tilford, Feb. 1, 1860. Discontinued June 20, 1867; Reestablished Aug. 2, 1867; Lee I. Pierce, Aug. 2, 1867; Thomas J. Black, Jr., Dec. 9, 1872; Samuel B. Black, June 1, 1874; John D. Hunt, Mar. 17, 1875; Discontinued Dec. 1, 1875; Reestablished Sept. 12, 1876; Samuel T. Black, Sept. 12, 1876; Joseph D. Neilson, Nov. 3, 1879; Jas. M. Lewis, Feb. 24, 1886; Changed to Walterhill, Aug. 14, 1895; Benj. B. Searcy, Aug. 14, 1895; Grover C. Matthews, Mar. 11, 1908; Deceased Aug. 16, 1940; Watt W. Holloway, Jr., Aug. 29, 1940; Military Leave; Epps E. Matthews, Sept. 13, 1941; Mrs. Mamye F. Arnold, Feb. 15, 1944; Howard G. Eades May 1, 1947; Mrs. Minnie L. Adams, Aug. 6, 1947; Mrs. Leona S. Duffy, Jan. 1, 1948, Retired Oct. 31, 1967; Discontinued Oct. 31, 1967. Mail to Murfreesboro.

WAYSIDE: W. K. Elder, Jan. 2, 1880; Jno. W. Cobb, May 1, 1882; Wm. K. Elder, Feb. 20, 1883; Charles A. Hall, July 18, 1884; John O'Brien, June 29, 1885; John W. Kirk, Apr. 24, 1886; Samuel N. Burger, Jan. 12, 1887; Frank H. Kirk, Apr. 14, 1888; Thomas C. North, Jan. 12, 1891; Discontinued Aug. 31, 1903. Mail to Christiana.

WILKINSON'S CROSS ROADS: Hubbard L. Wilkinson, Jan. 19, 1833; Fred E. Becton, Sept. 21, 1836; Alfred Blackman, Jan. 20, 1838; Benjamin W. Avent, Mar. 17, 1838; George W. House, Dec. 14, 1839; Discontinued Feb. 22, 1840.

WINDROW: George C. Marable, Sept. 10, 1901; James M. Cobler, June 16, 1904. Discontinued June 15, 1907. Mail to Overall.

THE RUTHERFORD RIFLES

NOTE: This manuscript is copied from "Some Rutherford County, Tennessee CEMETERY RECORDS" published 1971 by Jill K. Garrett & Iris H. McClain. Used with permission of the Authors and Publishers. It is edited by Henry G. Wray, Rutherford County Archivist.

(Manuscript found in papers of Caroline K. Burrus.)

The Rutherford Rifles (Company I, 1st Tennessee Infantry) was organized in Rutherford County with William Ledbetter, Jr., as captain. They spent one week in daily drills in and about Murfreesboro. On May 2, 1861, they met on Depot Hill to leave for Nashville, where they arrived at 11 a.m. They marched around the square in Nashville to the tune of "Annie Laurie." They were mustered into Confederate service on August 1, 1861. The outfit fought at Shiloh, Murfreesboro, Chickamauga, Kennesaw Mountain, the Atlanta campaign, and in Hood's invasion of Tennessee.

Alfred Horsley of Columbia, Tennessee, wrote of the Rutherford Rifles: "The Butlers of our regiment were fine soldiers. Jack, captain of the Railroad company, and Joe, his brother, lieutenant, refined and handsome as a woman, but brave as Caesar, literally shot to pieces at Perryville, Dock of the Rutherford Rifles, in stature like a Roman gladiator, shot at Missionary Ridge. For years we had seen

his grand Apollo-like form in the front of the Rutherford Rifles, rendered more majestic by comparison with the diminutive form of captain "Doc" Ledbetter. No matter how dark the night or how long the march, when the "imminent perilous edge of battle" was in sight, the Rutherford Rifles always had a long battle line and "Doc" Ledbetter was at the head. I often recall him and his company, as they appeared before battle. I think you will concur with me in saying the Rutherford Rifles was the best company in the 1st Tennessee Regiment. Sam Davis who died at Pulaski rather than betray a confidence was a member of the Rutherford Rifles...If all the men in the Southern army had been like the Rutherford Rifles, we could have camped on the shores of Lake Erie instead of the Chattahoochie. My memory is a picture gallery in which is seen this splendid company of men at the moment of battle--all others looking like skeletons, but the Rutherford company of men, a long line of tall, majestic men. Caesar would have placed them in his "Tenth Legion" or Napoleon in his "Old Guard." The Ransoms, the Wades, the Kings, the Bezles (Beazles), the Jarrats were all grand men, but like Saul, "Doc" Ledbetter rose proudly preeminent above them all, and poor Hardy Murfree, the best of men, his memory is worthy to be honored with the tears of all good and brave men. All honor to Rutherford County."

List of Members:

1. Capt. Wm. Ledbetter, elected captain at organization in 1861; re-elected at re-organization in 1862; wounded at Atlanta, at Franklin, and was captured and imprisoned; made his escape and surrendered in 1865.

2. 1st Lieut. Hardy Murfree; elected 1st lieut. at organization in April 1861; re-elected at the re-organization in 1862; wounded and disabled at Adairsville on May 17, 1864; surrendered in 1865.
3. 2nd Lieut. R. F. James; elected 2nd lieut. at organization in April 1861; volunteered after the re-organization in 1862 as staff officer and killed at the Battle of Murfreesboro 1862.
4. 3rd Lieut. C. H. King, elected 3rd lieut. at organization in April 1861; volunteered as a private in same company at re-organization in 1862; wounded at Perryville, Ky., detailed in 1863 in Signal Corps Service; surrendered in North Carolina 1865.
5. Ord. Sergt. A. Loeb, elected O. S. at organization in 1861.
6. Anderson, B. F., enlisted April 1861, surrendered with command in N. C. 1865.
7. Anderson, E. W., enlisted April 1861; appointed Corporal, went to cavalry in 1864; died since surrender.
8. Anderson, J. L., wounded at Adairsville, Ga., 1864.
9. Avent, B. W., Jr., enlisted April 1861; detailed on special duty in medical department.
10. Bass, A. J., enlisted April 1861; killed at Shiloh in 1862.
11. Batey, B. B., enlisted April 1861; appointed O. S. in 1862, wounded at Marietta, Ga., 1864; surrendered with command in N. C. 1865.
12. Batey, J. B., enlisted April 1861; captured in 1862, and remained a prisoner.
13. Batey, W. O., went to cavalry in 1863.
14. Becton, J. W., enlisted April 1861; appointed sergeant, discharged in 1863; captured and died in prison in 1865.
15. Beesley, Jas., M., wounded near Marietta, Ga., 1864; surrendered with command in North Carolina in 1865.
16. Beesley, John, enlisted April 1861; appointed corporal; wounded at Murfreesboro 1862; detailed on special duty.
17. Beesley, N. W., enlisted April 1861, wounded at Murfreesboro and disabled; afterwards discharged and died since surrender.

18. Beesley, T. J., enlisted April 1861; wounded at Adairsville, Ga., surrendered with command in North Carolina 1865.
19. Beesley, Wm. enlisted April 1861; wounded at Chickamauga, Ga., Adairsville, Ga., and Franklin, Tenn.; surrendered with command in N. C. 1865.
20. Blair, A. H., enlisted April 1861; sutler.
21. Blair, J. L. W., enlisted April 1861; wounded at Perryville, Ky., captured and remained a prisoner.
22. Beachboard, Wm., died 1868.
23. Baird, John L., enlisted April 1861, appointed Surgeon, transferred to medical department and died during the war.
24. Bock, Adam, enlisted April 1861; detached on special duty.
25. Boring, T. M., enlisted April 1861, killed at Perryville, Ky.
26. Brooks, C. C., enlisted April 1861, wounded and disabled at Perryville, and discharged.
27. Brothers, A. W., transferred from 7th Tennessee 1861; captured in 1863 and remained a prisoner.
28. Burrows, T. W., wounded and disabled at Adairsville, Ga.
29. Butler, I. W., enlisted April 1861; mortally wounded and died at Missionary Ridge, Ga., 1863.
30. Carney, L. V., enlisted April 1861, discharged in Virginia in fall of 1861.
31. Cates, Joe D., enlisted April 1861; killed at Perryville, Ky.
32. Clark, Geo. W., enlisted April 1861; killed at Perryville, Ky.
33. Clay, D. D., enlisted April 1861; wounded at Perryville, Ky.; lost an arm at Lovejoy, Ga., afterwards discharged.
34. Collier, F. W., enlisted April 1861; captured in 1864 and remained a prisoner, died 24 April 1880.
35. Cooper, T. C., furnished Thos. Kinney as a substitute in 1863.
36. Crass, F. H., enlisted April 1861, detached on special duty.

37. Crichlow, Sam, enlisted April 1861; wounded at Cheat Mountain in 1861; discharged and died after surrender.
38. Crockett, T. O., enlisted April 1861; killed at Missionary Ridge 1863.
39. Davis, Samuel, enlisted April 1861; detailed as special scout 1863; captured and executed by hanging at Pulaski, Tenn., by the enemy 25 Nov. 1863.
40. Davis, Sonnie, enlisted April 1861; died in Virginia 1861.
41. Dickson, L. M., enlisted April 1861; died at Corinth, Miss., 1862.
42. Dudley, R. H. (B. H.), enlisted April 1861; went to cavalry 1864.
43. Drumright, W. B., enlisted April 1861; wounded at Murfreesboro 1862; went to cavalry.
44. Edwards, A. M., enlisted April 1861; went to cavalry.
45. Ewing, Joseph W., detached on special duty.
46. Farris, W., enlisted April 1861, discharged in 1861.
47. Featherston, W. E., wounded near Marietta, Ga., captured in 1865 and remained a prisoner.
48. Fletcher, James H., transferred from 8th Tenn., went to cavalry 1865.
49. Fletcher, Jas. S., enlisted April 1861, appointed surgeon and transferred to medical department; killed since the surrender.
50. Grigg, Joe H., enlisted April 1861; discharged at Corinth in 1862.
51. Hall, Josephus, enlisted April 1861; detailed on special duty; taken prisoner; died since surrender.
52. Halliburton, B. F., enlisted April 1861; wounded at Cheat Mountain, Va.; went to cavalry 1864; died since the war.
53. Haynes, C. G., enlisted April 1861, died at Winchester, Va., 1861.
54. Haynes, J. E. W., enlisted April 1861; appointed corporal, wounded at Perryville; killed at Missionary Ridge 1863.

55. Hicks, Wm. H., enlisted April 1861; transferred to artillery; died since surrender.
56. Higdon, J. A., enlisted April 1861; wounded near Marietta, Ga.; afterwards detailed on special duty.
57. Henry, J. ____ (?), enlisted April 1861; appointed sergeant; went on to cavalry in 1864.
58. Hirshberg, Simon, enlisted April 1861; appointed corporal; detailed musician.
59. Hodge, S. H., enlisted April 1861; detached as special scout 1863; captured and kept in prison until the surrender.
60. Howse, L. H., enlisted April 1861; discharged and re-enlisted in 1862; detached as special scout and surrendered in 1865.
61. Holloway, Daniel, enlisted April 1861; discharged at Camp Cheatham in 1861.
62. Hollowell, S. S., enlisted April 1861; discharged and re-enlisted 1862; wounded at Atlanta in 1865; died since surrender.
63. James, Allen, enlisted April 1861; went to cavalry in 1864.
64. Jackson, J. W., enlisted April 1861; captured in 1863, and remained a prisoner.
65. Jamison, M. C., enlisted April 1861; appointed sergeant; killed at the battle of Perryville.
66. Jarratt, J. T., enlisted April 1861; appointed O. S. in 1862; killed at Perryville, Ky.
67. Jetton, J. W., enlisted April 1861; transferred to Gen. Cleburne's staff; died since the surrender.
68. Jetton, Brevard, enlisted April 1861; discharged 1862; since the surrender has died.
69. Jenkins, J. P., enlisted April 1861; transferred to 11th Tenn. Cavalry 1862.
70. Johnson, G. W., enlisted April 1861; appointed corporal; killed at Missionary Ridge 1863.
71. Jones, Robt. G., enlisted April 1861; surrendered with command in N. C. in 1865; died since the surrender.

72. Jones, John, substituted by Pat Lishley 1863, killed at Missionary Ridge 1863.
73. Keeble, James M., enlisted April 1861; transferred to Gen. Geo. Maney's staff.
74. Kerr, J. M., enlisted April 1861; wounded at Perryville; went to cavalry.
75. King, John D., enlisted April 1861; captured at Cheat Mountain 1861, exchanged in 1862, and transferred to medical department.
76. King, J. M., enlisted April 1861; wounded at Chickamauga; surrendered with command in N. C. in 1865.
77. King, T. M., enlisted April 1861; wounded at Adairsville, Ga.; surrendered in N. C. in 1865.
78. Kinney, Thos., substituted by T. C. Cooper 1863; killed near Morgan's Mill in Rutherford County in 1863.
79. Lawrence, J. C., enlisted April 1861; captured in 1864 and remained a prisoner.
80. Ledbetter, N. C., enlisted April 1861; went to cavalry; died since the surrender.
81. Leiper, Sam C., enlisted April 1861; went to cavalry in 1864.
82. Leiper, Wm. F., enlisted April 1861; transferred to 4th Tenn. Inf.
83. Levy, Henry, wounded and disabled at Resaca, Ga.
84. Lillard, M., enlisted April 1861; discharged in 1862.
85. Love, J. R., enlisted April 1861; furnished a substitute (Pat McMann) in 1863.
86. Lishley, Pat, transferred from artillery 1863; furnished a substitute (John Jones) in 1863, and joined 1st Tenn. Band.
87. Loeb, Maurice, musician.
88. Mayberry, W. G., enlisted April 1861; discharged in 1862, died since the war.
89. McLean, A. V., enlisted April 1861, went to cavalry 1864.

90. McLean, C. L., enlisted April 1861, went to cavalry 1864.
91. McFarlin, Marion P., detached on special duty; captured in 1863 and remained a prisoner.
92. McMann, Pat, substitute for J. R. Love 1863; wounded and died at Chickamauga.
93. Miller, Charles, enlisted April 1861; appointed sergeant 1862; went to cavalry in 1865.
94. Mancy, D. D., transferred from commissary department.
95. Mitchell, Wm., enlisted April 1861; transferred to 4th Tenn. Infantry.
96. Moore, Wm., enlisted April 1861; discharged in Virginia 1861; died since the war.
97. Morton, James, transferred from 8th Tenn. Inf. in 1861; captured in 1865; remained a prisoner; died since the war.
98. Mosbey, Jas. C., enlisted April 1861; captured 1863 and remained a prisoner.
99. Murfree, Hal, enlisted April 1861; discharged in Virginia in 1861.
100. Murfree, J. B., enlisted April 1861; promoted to surgeon and transferred to Medical Department in 1861.
101. Neal, Fount E., enlisted April 1861; wounded Cheat Mountain; appointed sergeant; killed at Atlanta July 22, 1864.
102. Neal, John, enlisted April 1861; discharged 1861.
103. Nance, I. W., enlisted April 1861; went to cavalry 1863.
104. North, J. M., enlisted April 1861; wounded at Missionary Ridge 1863; went to cavalry in 1865.
105. North, W. L., enlisted April 1861; killed at Franklin, Tenn., 1864.
106. Oden, Thos. M., captured 1865 and remained a prisoner.
107. Pierce, E. L., enlisted April 1861; wounded and died at Perryville, Ky., in 1862.
108. Poindexter, J. R., enlisted April 1861, captured 1863 and remained a prisoner.

109. Phillips, J. L., wounded at Marietta, Ga., 1863; went to cavalry 1865.
110. Pritchett, Ed, enlisted April 1862; detailed musician.
111. Ransom, A. R., enlisted April 1861; wounded at Perryville, Ky., and Adairsville, Ga., and discharged; died since the war.
112. Ransom, H. R., enlisted April 1861; elected 3d lieut. 1862 at re-organization; wounded at Perryville, Ky., 1862; wounded and died at Adairsville, Ga., 1864.
113. Ransom, S. H., enlisted April 1861; transferred to quartermaster's department in 1861; rejoined the company in 1862; killed at Perryville, Ky., 1862.
114. Ransom, Wm., enlisted April 1861; died at Warm Springs, Va., 1861.
115. Rucker, Robt., enlisted April 1861; discharged 1861; died since the war.
116. Rutledge, Pleasant, surrendered with command in N. C. in 1865.
117. Searcy, Wm., enlisted April 1861; killed at Perryville, Ky., 1862.
118. Seward, Z. T., enlisted April 1861; killed at Perryville, Ky., 1862.
119. Shelton, W. D., enlisted April 1861; transferred to cavalry 1863.
120. Sims, E. B., enlisted April 1861; discharged 1862.
121. Sims, N. H., enlisted April 1861, transferred to cavalry.
122. Smith, John D., enlisted April 1861; died at Warm Springs, Va., 1861.
123. Smith, L. J., enlisted April 1861; captured in 1864 and remained a prisoner.
124. Smith, L. H., enlisted April 1861; killed at Perryville.
125. Smith, J. Battie, enlisted April 1861; died at Edra, Va., 1861.
126. Smith, W. B., enlisted April 1861; died at Edra, Va., 1861.

127. Smith, John, wounded at Chickamauga, afterwards died in 1863.
128. Snell, J. T., enlisted April 1861, appointed sergeant in 1862; wounded at Perryville, Ky., and Franklin, Tenn.; went to cavalry in 1865.
129. Snell, T. A., enlisted April 1861; appointed 2d Sergeant in 1861; wounded at Murfreesboro in 1862; elected 3d lieut. in 1864; and surrendered with command in N. C. in 1865.
130. Snell, F. M., killed at Murfreesboro in 1862.
131. Sudberry, Henry, went to artillery in 1864; died since war.
132. Sublett, D. D., enlisted April 1861; wounded at Shiloh; captured in 1864; remained a prisoner; committed suicide since surrender.
133. Tucker, E. R., enlisted April 1861, discharged 1861.
134. Tignor, _____, enlisted April 1861; detached on special duty 1861.
135. Traylor, J. W., enlisted April 1861; died Tupelo, Miss., 1862.
136. Tucker, J. T., enlisted April 1861; detailed as hospital steward 1862.
137. Turner, E. L., enlisted April 1861; wounded at Perryville, Ky., and Lavergne, Tenn., went to cavalry 1864.
138. Turner, R. J., enlisted April 1861; promoted to assistant surgeon and transferred to Medical Department in 1861.
139. Vaughan, E. R., enlisted April 1861; went to cavalry in 1865.
140. Vaughan, J. F., detailed as special scout in 1863.
141. Watts, Wm., enlisted April 1861, wounded at Cheat Mountain and discharged.
142. Wade, T. J., enlisted April 1861; wounded at Peachtree Creek, Ga., and Franklin, Tenn., captured and remained a prisoner.
143. Walter, George, enlisted April 1861; detailed as a musician.

144. White, J. H., enlisted April 1861; died at Shelbyville, Tenn., 1863.
145. Wilkinson, George H., enlisted April 1861; elected 2d lieut. at re-organization in 1862; wounded and disabled at Atlanta, Ga., 22 July 1864.
146. Wilkinson, W. A., wounded at Marietta, Ga., wounded and disabled at Franklin, Tenn., 1864.
147. Wilson, G. B., died at Shelbyville in 1863.
148. Wilson, T. H., discharged in 1863.
149. Wheeling, C., enlisted April 1861; captured at Cheat Mountain, 1861; exchanged 1862; detached on special duty in quartermaster department.
150. Wright, John, enlisted April 1861; transferred to ordinance department in 1861.

(List compiled in 1880 by T. M. King, B. B. Batey, and T. A. Snell.)



Hardeman's Mill - This replica was reproduced by Walter King Hoover from random descriptions of the mill house. It is positioned at the exact original site. Inset shows the Constant Hardeman grave marker. Abandoned Hardeman cemetery lies on Stewart's (Stuart's) Creek near the southeast limits of Smyrna, Tennessee.

Smyrna, Tenn. Feb 2 1898		W. H. GREGORY, PROPRIETOR.
Mr. James Farris		 MANUFACTURERS OF FLOUR-PLANSIFTER SYSTEM -- AND MEAL --
Bought of		
400# white flour @ 65¢		\$26.00

Gregory Mills - A sales transaction form of Hardeman Mill's



HARDEMAN'S MILL

BY

Walter K. Hoover - 1974

An abandoned cemetery with a few legible grave markers, a mill house foundation, and a large stone mill dam are all that remain of a once important family, and a prosperous business. The mill is located on Stuarts Creek at the southeast city limits of Smyrna, Tennessee, and was earlier known as the Hardeman's Mill, later Black's Mill, and still later as Gregory's Mill.

This area today is owned by the Percy Priest Lake Recreation Department and is maintained as a public picnic area accessible by paved streets and a parking area. It is a lovely spot where one could relax, examine the old dam and water race, contemplate the efforts, hopes and successes of the many citizens and slaves who passed this way in years gone by. Perhaps you could better approach your tomorrows if you could for a few hours sit in the cool damp shade of this historic site and contemplate the rushing waters that eternally hasten by. My father took me there when I was a boy, and I have returned often.

Constantine (1) Hardeman (2) was born January 3, 1778, in North Carolina, and died August 27, 1850, at his home

(1) I find Hardeman, Hardiman, Hardaman.

(2) I find Constentine, Constantine, Constant, Constance and various spellings.

adjacent to this site (see map). Constant was the fifth child of Thomas Hardeman and Mary Perkins. He married Sarah Marr in 1799. Sarah died in 1823 leaving twelve children: Thomas, John Marr, George W., Constant Hardin, Lent, Susan Perkins, Agatha Ann, William Miller, Mary B., Sarah E., Matilda, and Cornelia. To a second marriage between 1827 - 1829 to Mary (no last name) born 1778, died Feb. 22, 1859, there was one daughter, Levinia, born 1830, died 1848. Constantine, his second wife Mary, and Levinia are buried in the family plot east of the mill site across the creek and above the bluff on the property now owned by J. L. Ross.

Evidently most of these children went on westward to Texas, Arkansas, etc.

Not finding any early Hardeman land records in Rutherford County, because there was no Rutherford County at that time, I go to Davidson County Archives and find several land records of Thomas Hardeman. I find an indenture dated August 25, 1800, showing that Constant bought from his father, Thomas, for two thousand pounds (English money), three hundred acres and six hundred acres, both described in the same indenture, in what was then Davidson County, Tennessee, on the waters of Stuarts Creek.

This land was part of a twelve hundred acre grant to Mose Shelby, a North Carolina grant before Tennessee was created.

The Town of Jefferson was by 1800 an organized community, and Constant no doubt came in through that community.

Constant, a citizen of some prominence and a resident of Davidson County, in the year 1803 at age twenty-five years, did in his own handwriting, draw up the petition which requested the Legislature to create Rutherford County. This new county was to be drawn from parts of Davidson and Williamson Counties. Many of the residents of this area are evidenced by the two hundred and fifty six signatures on the petition, Hardeman being the first to sign. Thus Rutherford County began, by Act of the Tennessee General Assembly, October 25, 1803.

There were one thousand one hundred and forty-one heads of families in the new county as indicated by the 1810 census. These were mostly scattered along the Stuarts Creek area (1) and the Stone's River area centered around Jefferson and Stuartsboro, there being no Murfreesboro at this time. (2)

I cannot determine any exact date when Mr. Hardeman built his mill or his home, but rather suspect that by 1820 the mill was in operation and his permanent home was built. I find many documents of land sales and purchases, division of large land holdings to new settlers and children; many slave purchases and sales; of lots that Hardeman bought in the Town of Jefferson; and of the railroad coming through his property in 1850.

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- (1) Stuarts Creek - Early maps and documents show Stuarts Creek rather than Stewarts. I cannot determine why it was named either.
 - (2) See Publication No. 3, Rutherford County History Society, 1974.

Census records show in the Hardeman household:

1810 - 3 males under ten years; 1 male 26-45 years (himself)
2 females under ten years; 1 female 26-45 (wife)
seven slaves

1820 - 2 males under ten years; 2 males 10-15; 1 male
26-45
3 females under ten years; 2 females 10-15 years
1 female 26-45
12 slaves

1840 - 1 male 50-60; 1 male 60-70; 1 female 10-15
2 females 20-30; 1 female 50-60
Male slaves under ten, two 10-20, three 24-36, one
over 36
Female slaves, one under 10, one 55-100, agricul-
tural slaves three, two slaves in manufacturing (Mill)

1850 - Constantine Hardeman - age 72 - Farmer 12,000 -
Real Estate-----Born in N. C.

Mary Hardeman - age 61-----Born in N. C.

Susanah Morton - age 58-----Born in N. C.

James Morton - age 29 - Farmer -----Born in TN.

Charles Sneed - age 19 - Student -----Born in Ala.

Robert Morgan - age 18 - Student -----Born in TN.

Gilbert Morgan - age 15 - StudentBorn in TN.

The Hardeman house sat on the east side of Stuarts Creek
and south of the mill, which was across the creek. A bridge
about forty yards above the dam provided access to the mill and
was the public road at that time (see map). This home was a

large frame house about sixty by forty feet, two and one-half stories. A staircase in the entrance hall ran to the third floor ballroom. Four large rooms were on the first floor and two on the second floor, each off the center hall and staircase. There was a small covered front porch. The lumber in the house was hand-sawed and hewn. The house corners were each hewn to turn an angle of 90°, from one log and each ran to the third floor. Braces to these corners were mortised and pegged. Rafters were red cedar poles hewn on one side. Sheeting was boards of log width, with shingles of red cedar. Chimneys at each end were built inside the house, with closets on each side of the fireplace downstairs. Walls were plastered throughout. Floor beams were 12 x 15 inch timber and floor joists were 4 x 12 inches, all hewn by hand.

This house description came to me from Ira McDonald whose father, John McDonald, owned the property in 1910. Ira helped to take it down. The lumber from the house was bought by Ben Dodd. His son, Horace Dodd, relates to me that he helped to take it down and haul it, with wagon and team, to the Ben Dodd home, which is still standing as the James Gambill place today, off the Rocky Fork Road. This Hardeman House was also the Joe Black Home in the 1870's - 1880's.

Early grist water powered mills in the area were Buchanan's or Jone's Mill, on Stone's River at the northern edge of Rutherford County. Crosthwait's, or the Davis Mill, was at Jefferson on the east fork of Stone's River as were Brown's Mill at Lascassas, the old mill at Readyville and Hall's Hill

Mill at Halls Hill. On the west fork of Stone's River were Ward's Mill at Florence, Ransom's Mill at Murfreesboro and Elam's Mill on Elam Road. Sanders on McKennon was on Spring Creek - Alsup Mill on Fall Creek a mile east of Silver Hill - a mill I cannot name is said to have been just south of old 41 highway on Overall Creek. An old map shows a mill on Stuarts Creek, just south of today's I-24 on the old Dillon place. Maps show a mill at Walter Hill near the Thomas C. Black place, and where the present dam is. I do not know which was the earliest.*

Hardeman's Mill and the Readyville Mill were different in that all the above mills were built adjacent to the dams which diverted the water directly into the power wheel or turbine. The Hardeman and Readyville Mill dams diverted the water into a canal or flume which ran several hundred yards to the mill house and flowed back into the river or creek on the opposite side of the mill house as it meandered back.*

Mr. Hardeman no doubt having great need for a source of power to accomplish the needs of his rural society, daily studied the possibilities of Stuarts Creek in his area, and selected the site where the proper fall and curve of the creek made this possible.

Water power is the power obtained from water by its fall from a higher to a lower level. The real agent is gravity, the fluid itself being the agent through which the action of gravity is transmitted to the prime mover. So the dam, the canal and water gates were arranged to control the water flow or fall.

*See photos on page 75

Mr. Hardeman having determined these possibilities, set about, with slave labor, to quarry the huge stones for erection of the dam and mill house foundation. Excavation for the dam footings and digging the canal to the mill house all had to be done with mules and hand labor. Bricks for the mill house had to be moulded and burnt. As the mill house went up, timbers had to be taken from the forest and sawed into proper size and length, a project that could not be accomplished in a few days.

The dam is 75 to 100 feet long, 10 to 12 feet high and 3 to 4 feet thick. The park service of Percy Priest did some repair about 1972 to the dam. Over the years the water had washed out the dirt banks at each end.*

The mill house was two-story brick above a rock foundation about 54 feet long and 40 feet wide. Under the first floor which was some four feet above ground level, the rock foundation had open arch-ways for ventilation and access and was some six feet space under the floor where the main shaft and belt wheels sent the power into the mill from the water turbine or wheel.*

The water wheel was not the old picturesque wooden wheel with water spilling over the top. This was a turbine type, with the wheel laying down flat and the power shaft in a vertical position. The fins or veins in the wheel part were arranged so that water spilling in from the top center, propelled the sloping fins or blades as it passed and spilt out around the bottom outside. This was a very popular type power turbine in

*See photos on page 75

America about 1810. (See water wheels in any good encyclopedia.) It is reported that "the first water powered mill in Rutherford County was built in 1799, (then Davidson County.) By 1830, there were twenty mills in operation."

The machinery in the mill house elevated the grain to the upper floors and as it came back down through the milling machinery, which were grinders, sifters, and blowers, the flour or meal was caught in large bins, from which it was dispensed to customers or sacked for storage. It would be interesting to know where Constant got this machinery and water wheel and how it was transported, over what routes, into this undeveloped area.

Many years passed, joy and prosperity reigned, a family was raised and educated as the farm and mill operation continued. Hardeman evidently operated his mill until the time of his death on August 27, 1850.

Ira McDonald remembers having been told by his elders, who were neighbors of Hardeman, that the creek flooded, and that Mr. Hardeman went to the stable to get his horse out of the rising waters, where the horse kicked him and killed him. The tale of a flood in August, a dry month, makes me a little skeptical, but is handed on as folk history.

A list of articles sold at the residence of the late Constant Hardeman on the 26th day of September, 1850, shows that his farm and mill operation was vast. This list included horse drawn farm tools, augers, planes, axes, frows, saws, harness, gears, shafts, shingles, guns, saddles, cooking

utensils, buggies (one fine carriage sold to Charles Lewis Davis, father of hero Sam Davis, for \$452.00), horses, mules, hogs, cows, sheep, corn, flax wheel, wagons, chains, ten slaves, and his investment in the Nashville-Murfreesboro and Shelbyville Turn-pike Company. Since he was 72 years old, which indicates that he may have been retired at this time, it is believed he rented the grist mill and saw mill for at least two months prior to the sale, or they could have been rented since his death.

The neighbors and friends who attended and bought at this sale are listed and include many that are lost in the history of the area: Reed, Ward, Ralston, Farris, Ballentine, Bennett, Wade, Sneed, Cash, Goodman, Hicks, Haynes, etc. John C. Gooch, father of Col. John S. Gooch of Civil War fame, was the administrator of this estate. However, he died before the estate was settled, and the court appointed Mr. Charles Lewis Davis to take his place.

In 1882 on November 1, John M. Hardeman of Texas conveyed to his brother, Thomas Hardeman of Mississippi, all of his interest in their father's estate including the sale of the land in Rutherford County where-on he resided at the time of his death and which was sold for partition, by decree of Circuit Court of Rutherford County. Also included was his undivided interest in that tract of land which was assigned as dower to Mary Hardeman, his widow. This was the home place during her lifetime. John Marr also transferred his interest in land in Obion and Weakley Counties at this time to Thomas. This

document does not indicate why the interest was transferred, but does show that the mill was sold or partitioned at Constant's death.

Mary Hardeman, widow, having died in February of 1859, nine years after Constant and still holding the home place as dower, is believed to have sold to Charles Lewis Davis the mill site; because, in April of 1859, Charles L. Davis sold the mill site containing seven and one-third acres to Mr. or Dr. Thomas C. Black, father of Dr. Sam P. Black and Joe M. Black. The record book of this date was destroyed by the Federal soldiers while they were occupying the court house at Murfreesboro. It is possible that Charles Lewis Davis deeded this to Thomas C. Black as administrator and never owned it.

Thomas C. Black owned and operated the mill during the Civil War, or War Between The States as the U.D.C. prefers to call it. This was a hectic period for any business operation in Middle Tennessee. Likely the operation was closed down and all supplies, machinery, tools, livestock and grain, even labor, including slaves, were consumed or disrupted by the Federal soldiers. Occupation of the business by the Federals could have been possible.

It appears that the war had its effects because in 1869, four years after the war, a partnership was formed between Dr. Thomas C. Black and his son, Dr. Sam P. Black, for the purpose of rebuilding and operating the mill.

Dr. Samuel Pitt Black was born April 10, 1838, near Walter Hill. At an early age he began the study of medicine

with his father, Dr. Thomas C. Black. Sam graduated from the Medical College of Nashville and practiced with his father. He was appointed Assistant Surgeon of the Nashville Hospital where he did not remain long because of a tubercular condition. He served in the 4th Tennessee Cavalry Company as a private and was transferred to the Medical Department of East Tennessee. Dr. Sam's name appears in the minutes of the Smyrna Medical Society in 1876. He was a brother to Miss Kate Black Ward. He was a Democrat and a Mason. Sam was never married.

The part of the property on which the old Hardeman house was located, eleven and three-quarter acres, was evidently bought by Henry Gregory and S. H. Miller from the Hardeman Estate sometime after Mary's death in 1859 (books destroyed). This is assumed to be true for in 1873 the two above owners sold that tract of land to Dr. Thomas C. and his son, Sam P. Black.

This partnership continued until the death of Dr. Thomas Black in May of 1878, when by decree of the Chancery Court, that Dr. Sam P. Black, by paying to the estate of his father the sum of two thousand cash and four thousand seven hundred dollars, claims and assuming the liabilities of the mill business, became the sole owner.

I cannot determine why in 1882 John N. Hardeman of Texas still had an interest in his father's homeplace. However, we must keep in mind that this was the period of the Civil War, military government, and reconstruction.

Sam P. Black ran the mill, after having acquired his father's interest in 1878, until 1885-88. Here I insert a letter from Tom G. Sanders dated October, 1974, from his home in Sarasota, Florida, a response to my request for information. Mr. Tom is 96 years old, was born and raised at Stewartsboro and Smyrna. He was a man of great character.

"I was born February 9, 1878, and when I say something happened which I was a certain age you can figure what year it was.

When I was 5 or 6 years old (1883-1884) his boiler exploded. He had a steam engine to supplement the water power when the creek was low. My father wanted to see the extent of the damage, and took me with him the morning after the explosion. Dr. Sam was at the mill when we arrived and took us around the mill showing us the damage. He remarked that it just blew it to atoms. It was the first time I had ever heard the word "atom," and it made an impression on me that lasted. The mill was quite a wreck and it was reported that after the explosion someone went into the mill to find Dr. Sam, and they said he was scrambling out from under a pile of bricks and other trash and was heard to say; Heck! it will kill all my cats. He had some five cats that he kept in the mill to keep down rats and mice.

A stub of the boiler went across the road and killed a young mule or cow at No. 7. I think he had a negro to fire the boiler and I don't remember whether he was killed or not, if he was killed he was the only one.

I don't think that Dr. Sam made any effort to remodel the mill, and it stood a wreck until W. H. (Bud) Gregory bought it which was about the time I was 13 or 16 years old." (1891-1894)

When I was 18 to 21 years old (1896-1899) I visited Miss M. B. McDonald pretty regularly on Sunday nights, and usually rode horseback and went by Blacks Mill and forded the creek at the mill at No. 6., so I know the bridge at No. 8 was not built or the road opened from No. 3 to No. 4 until after 1900. I don't know when it was opened for I was away from the Smyrna community. There was a path and foot bridge, or log, across the creek at No. 3. The path was from No. 4 to No. 3 and people used it when the creek was up or when they were walking and had no way to ford the creek.

The Mill was located at No. 1 and the mill race at No. 2. This is all from memory and of course is liable to be far from right, so excuse the errors."

"T. G. Sanders"

W. H. (Bud) Gregory did not buy the mill at this time as Tom Sanders suggested, because I find a deed dated September 5,

1888, showing that Sam P. Black, now owning all of the Hardeman mills and home property, and the mill still not repaired after the boiler explosion, sold the mill and real estate to his brother, Joe M. Black, W. E. Ward and C. A. Ward for \$2,500.00, payable in three notes at 6% interest. This consisted of three tracts: (1) the Hardeman Mill site 7 3/4 acres; (2) the Hardeman home place, 11 3/4 acres,, bought from Henry Gregory and S. H. Miller in 1873; and (3) 2 1/3 acres which was a part of the old Academy Lot. The Academy Lot was an effort of the Cumberland Presbyterian Church to establish a female academy and church in 1837, a story in itself.

In 1892 after Joe Black, Will Ward, and Charley Ward had repaired and operated the mill four years, they sold it to W. E. Ward for \$3,000.00, still the three tracts, about 21 acres.

Now in 1894, Henry Gregory conveyed to W. E. Ward a nearby tract of 94 acres. Ward paid Henry Gregory \$2,000.00 and conveyed the Black Mill property as part payment for the 94 acres. So Henry Gregory got the mill in a land trade January 1, 1895, the day of possession.

One year later on January 1, 1896, W. H. Gregory and wife, Ida S. Gregory, sold the mill property to a LeRoy McKennon. The same year, October 27, 1896, for a \$500.00 profit he sold the mill back to Gregory. I cannot determine who LeRoy McKennon was or why he deeded it back to Gregory a few months later. Mr. Preston Ford remembers that the old water race was repaired by the Gregorlys in 1906-1907 by walling it up with stone.

Mr. Robert Heath, son of Henry Heath, born on the Mayfield Ross place near the present Enon Springs Road Bridge, remembers that Mr. Henry Heath and his brother, Cal Heath, worked for Charley Ward, both mill and farm work. Henry ran the mill by day and Cal by night. One night Cal had indulged in a portion of strong drink, and while his glee was abounding, he put a cat on the fan-sifter while in operation. The cats unsuccessful attempt to liberate itself, disrupted the operation sending clouds of dust and ground wheat all over the place. Mr. Henry Heath, suspecting trouble, had gone back to the mill to check things and told of this incident.

The Gregory's ceased to operate the mill around 1916-1917, the time of the First World War. Mr. W. C. Evans was the last miller to operate the mill. At this time no flour was made, only meal. One reason for this is that R. O. Davis and his brother, Sam B. Davis, had built a large modern steam operated flour mill on the railroad in Smyrna, where they produced the famous "Sarah Davis" flour in great quantity. The steam engine had been moved to the Sam Hager Cotton Gin in Smyrna. The old boiler was used for a road culvert near the Oscar Mann place on Enon Springs Road. Evans came into Smyrna and operated a gasoline powered mill at Hager and Second Street.

Al and Watt Gregory evidently operated the mill at intervals. Dodson and Overton Gregory used the mill house for a broom factory. They had raised a large quantity of broom corn on the bottom land at the east end of what is now Rice Circle in Smyrna.

An attempt to salvage the brick in the old mill house ended in the destruction of it. The bricks after some 100 years were not good enough to be reused. Eventually the old machinery was hauled away for scrap iron. The vertical shaft turbine or water wheel was removed and taken to Wards' Mill for use there.

On the 12th day of September, 1919, W. H. Gregory and wife, Ida, sold about 13 acres for \$2,000.00 (reserving the mill and road leading to it) to James T. Seward. At this time the old Sam Black house was still standing, and Seward had just married, evidently planning this for his home. James Seward was a brother to our Walter Seward. James, however, never moved there and about a year later sold the tract to B. S. Flowers for a \$500.00 profit on November 17, 1920. On the same day that Seward sold to Flowers, B. S. Flowers resold for a \$250.00 profit, the 13 acres, to Lon S. Mayfield. Marginal notation on this deed to Mayfield shows that Mayfield's title was cleared in 1929 by J. R. Miller, who was connected with the Smyrna Bank and Trust Company at that time.

Mayfield being a carpenter by trade, tore down the old Sam Black house and built a modern frame house. He lived there with his family until his death. This house was moved across Enon Springs Road and is there today. This moving occurred when Percy Priest bought the property for a park in 1967 or 1968.

Lon Mayfield having lived here for about twenty years and his children married and gone, turned the property over to his son, Bovel Mayfield. The deed stipulated that Bovel would pay a small loan to a Sam Hall and that Mr. and Mrs. Lon Mayfield,

now in their retiring years, would retain possession until the death of survivor.

In 1934, W. H. Gregory died intestate and his widow passed away in 1951. This left H. W. Gregory and Ida Bell Paxton their only heirs-at-law. They sold the old mill site containing about 8 acres on Stuarts Creek in 1951, thus bringing back together the old mill site of 29 acres, to Bovel Mayfield who held the surviving land on December 3, 1951. (Price not evidenced)

On the 5th day of May, 1967, Bovel Mayfield and wife, Bertha, along with Mrs. Girtie Mayfield, widow, holding dower, sold the property to the Government. The improvements ultimately cost the Government \$35,000.00.

So the dreams of Constant Hardeman and all his efforts after about 100 years lay idle and in ruin, washed and eroded by flood waters and the elements, viewed only by an occasional fisherman, or local boys, who in the summer, swam and played in the nude. Cattle and stock grazed here peacefully making paths through the undergrowth.

So the evolvement of man, and the elements that surround us, have brought this scene along the Stuarts Creek almost back to where it was when Mr. Hardeman first viewed it in his youth.

The rains continue, the soft winds still blow, the forest and fields still react to the seasons that follow, each in their appointed order. Man continues to pursue his physical and monetary needs, as society rushes on to the moon and the universe beyond.

All these people have added much to our today. It is my hope that, when we are written about, the efforts and pursuits of our lives will be listed as charity - not as sounding brass.

SOURCES EXAMINED

1. Davidson County Tennessee - indenture Aug. 25, 1800.
2. Walter K. Hoover historical collection.
3. Memories of local citizens.
4. On site observations.
5. Rutherford County Tennessee - Deed Book H, Page 422
6. " " " - Appointed Administrator-
list of sale
7. " " " - Deed Book 5, Page 681
8. " " " - Deed Book 19, Page 121
9. " " " - Deed Book 30, Page 220
10. " " " - Deed Book 33, Page 280
11. " " " - Deed Book 35, Page 225
12. " " " - Deed Book 37, Pages 144
and 584
13. " " " - Deed Book 62, Page 473
14. " " " - Deed Book 64, Page 304
15. " " " - Deed Book 69, Page 21
16. " " " - Deed Book 87, Page 79
17. " " " - Deed Book 109, Page 597
18. " " " - Deed Book 175, Page 142
19. T. G. Sanders, Sarasota, Florida

MEMORIES OF HARDEMAN'S MILL

Preston Ford

"I have seen rats running running over the roof of the old mill house, so I am sure that the roof was not tin."

"There were grain bins under the first floor for storage."

"The steam engine power belt went into the mill, to the water wheel shaft, through the archway in the foundation at the west rear of the mill house (see photo). At one time there was a shed that housed the boiler and steam engine, adjacent to this archway."

Allen W. Gooch

"As I recall it, on the east side of the dam there was a concrete pillow, on the top of which was inscribed, (My Fishing Place - W. H. Gregory). This was evidently finger marks made by Mr. Gregory, at a time of repair of the dam."

"I recall when I was a boy 11 or 12, of going to this mill with Mr. John F. Tucker, who took a turn of corn to exchange for meal."

"I went hunting on the mill property with John B. Hager, and just west of the mill house we found a covey of quail in a canebreak. This was the first time I ever saw cane growing wild."

Walter King Hoover

"There are two other graves in the Hardeman cemetery that have not been mentioned. (1) Peterfield J. January, Oct. 16, 1836; May 5, 1846. (2) Constant P. son of M. H. and M. J. January; Feb. 15, 1848, Age 11 mo., 25 days."

"There are two mill stones in the front walk at the Henry Davis home at Stuarts Creek, and old Nashville-Murfreesboro Turnpike, the Davis and Gregory families were related, which leads me to believe that these came from this old mill."

S. Richmond Sanders

"About 1919-20 local boys having a zesty interest in the old swimming hole, were permitted by Dodson Gregory, to move a large round millstone (a topstone) from the Gregory Mill site to "Calis" or Kale's Hole. This favorite swimming place is some 100 yards below the Sam Davis Home on the Stewart's Creek. The seclusion, smooth rock bottom, and about four feet of water provided a delightful place for naked boys."

"Jimmie Moore, Leslie and Clarence Wright, Robert Dayton, John Richmond Jones, and I loaded the stone on an old four cylinder Chevrolet skeeter which brought it into Smyrna, where the old skeeter quit running. Not to be outdone, they hitched up a buggy, transferred the stone and by going through the fields, got it to Kale's Hole. They placed it on a wooden platform just above the water level, where it remained for thirty or forty years."

"Hundreds of local boys, over several generations, will recall the joy of their youth, when they recall Kale's Hole and jumping off this stone."

"The stone was moved by Mrs. Media Sinnott to 102 Crescent Ave. in Smyrna, and is there in the back door terrace today."

"Leroy McKennon was the miller at Jones Mill, before going to Sanders Mill or McKennons Mill on Spring Creek. He also was the McKennon who bought the Gregory's Mill."



The mill dam - It has changed little since its construction by Hardeman. The top of the dam once was topped by a log to prevent debris from chipping away the top layer of stone. The canal angled away to the right.

Water flowing through a central gate to the right was channeled into the canal to the mill house. In the foreground was once the dirt creek bank.



This canal connected the mill house with the dam. Once walled with stone, the man-made channel still carries water past the mill house site.

Remains of the mill house foundation - The power shaft from the turbine-type wheel went into the mill through the stone archway. The wheel was positioned in the channel at the bottom of the picture.



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